

Air Corps News = = Letter



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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PROMOTION LEGISLATION

A number of bills were introduced in the House of Representatives on December 20th by Mr. Morin affecting the promotion and retirement of officers of the Regular Army. These bills provide varying forms of legislation with the object in view of accelerating the promotion of officers of the Army, officers of the Medical Department, Chaplains and Professors not being included in the classification of promotion list officers.

H.R. 8147 provides for officers to be placed upon the unlimited retired list after 25 years of service.

Through the provisions of H.R. 8148, such number of Colonels as will not exceed in number the difference between one-seventh of the number of promotion list colonels and the number of vacancies which have occurred otherwise among promotion list Colonels during the fiscal year shall be designated by a board of general officers before the end of each fiscal year for transfer from the active list to the retired list.

H.R. 8149 provides for one list designated as the "Regular Army Retired List" with no subdivision into limited or unlimited lists.

Under H.R. 8150, all officers below the grade of Colonel and above the grade of second lieutenant shall be subjected to an examination to determine their fitness for promotion. Those found physically disqualified shall be placed upon the retired list on the date they would otherwise have been promoted if found physically qualified. Those found disqualified for reasons other than physical disability shall be transferred from the active list as follows: Those of not more than ten years commissioned service shall be honorably discharged with one year's pay; those of more than ten and less than twenty years commissioned service and who are under 45 years of age shall be honorably discharged with a discharge allowance of \$72 multiplied by the number of complete months of service but not exceeding 240 months; all others shall be transferred to the unlimited retired list with retired pay at the rate of $2\frac{1}{4}$ percentum of active pay multiplied by the number of complete years of service, but not exceeding 30 years. In lieu of retirement under the provisions of this Act, any officer may at his request be honorably discharged with the discharge allowance hereinbefore prescribed.

H.R. 8151 provides that the total authorized number of promotion list officers shall be distributed in grades in the proportion of 28 one hundredths of one percent in the grade of major general of the line; 56 one hundredths of one percent in the grade of brigadier general of the line; 5 percentum in the grade of colonel; 8 percentum in the grade of lieutenant-colonel; not less than 13 nor more than 26 percentum in the grade of major; and the remainder in the grades of Captain and first lieutenant. Second lieutenants shall be promoted to the next higher grade when they are credited with three years of service; 1st lieutenants, 10 years of service; captains, 17 years of service, provided that those credited with less than 17 years' service may be promoted only insofar as necessary to maintain the prescribed minimum of 13 percentum in the grade of major. The promotion of captains credited with 17 years' service shall be deferred so long as may be necessary to prevent the prescribed minimum of 26 percentum in the grade of Major being exceeded. Majors and Lieutenant Colonels shall be promoted as vacancies occur in the respective next higher grades.

For purposes of computing eligibility for promotion, each promotion list officer below the grade of major shall be credited with continuous commissioned service since that actual or constructive date of beginning of commissioned service in the Army which determines his position on the promotion list, notwithstanding he may have been out of the service some time between November 11, 1918, and the date of acceptance of appointment as of July 1, 1920, but no of-

ficer below the grade of major shall be credited with less commissioned service than any other below him on the promotion list.

Under the provisions of H.R. 8156, promotion list officers who were originally appointed in the Regular Army or the Philippine Scouts prior to July 1, 1920, or as of that date, may file applications during each fiscal year to be transferred from the active list in the manner hereinafter provided. On or before June 30 of each fiscal year there shall be designated for transfer from the active list from among eligible applicants therefor, recommended by a board of five general officers not below the grade of major general, such number of promotion list officers as will not exceed one percentum of the total number of promotion list officers then authorized in all grades. These officers shall be ordered to their homes and upon expiration of such leave of absence with full pay as may be granted under existing law, shall be transferred from the active list as follows: Those of not more than ten years of commissioned service shall be honorably discharged with one year's pay. Those of more than ten and less than twenty years of commissioned service, and who are under 45 years of age, shall be honorably discharged with a discharge allowance of \$80 multiplied by the number of complete months of service, but not exceeding 240 months with which credited in full for pay purposes.

All others shall be transferred to the unlimited retired list with retired pay at the rate of $2\frac{1}{2}$ percentum of active pay multiplied by the number of complete years of service but not exceeding 30 years. In lieu of retirement under the provisions of this act, any officer may at his request be honorably discharged with the discharge allowance hereinbefore prescribed.

Lieutenant-colonels retired upon application under the provisions of this act, who were originally appointed to the Regular Army prior to February 2, 1901 or as of that date, shall be retired with the rank and retired pay of colonel. Any officer originally appointed as of July 1, 1920, at an age greater than 45 years, may if he so elects, in lieu of retired pay hereinbefore provided, receive retired pay at the rate of 4 percentum of active pay for each complete year of commissioned service in the U.S. Army, the total not to be more than 75 percentum.

H.R. 8158 permits an officer who has had 40 years' commissioned service, or is 60 years of age, to be retired from active service.

Under the provisions of H.R. 8160, when the total number of promotion list officers separated from the active list shall be less than 4 percentum of the total number of promotion list officers authorized at the end of the fiscal year, a board of five general officers of the line, not below the grade of major-general, may elect and designate for transfer from the active list a sufficient number of officers to cause the total separations for said year to be not to exceed 4%. Officers so designated shall be ordered to their homes and upon expiration of such leave with full pay as may be granted them, be transferred to the retired list under the same conditions as provided in H.R. 8156 referred to above.

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BRIGADIER GENERAL BENJAMIN D. FOULLOIS
By Sgt. O'Connor.

The first Army airplane pilot in point of service and the youngest Brigadier-General in the U.S. Army when at 38 he served as Chief of Air Service in the A.E.F., Lieut.-Colonel Benjamin D. Foulois, who had been commanding Mitchell Field, N.Y., and whose appointment as Assistant Chief of Air Corps with the rank of Brigadier-General was recently announced, had one of the most brilliant and distinguished careers of any soldier living.

Born at Washington Depot, Connecticut, on December 9, 1879, he enlisted in the volunteer forces and served as a non-commissioned officer in the Spanish-American War while under the legal age for enlistment.

Having had a taste of soldiering he enlisted in the Regular Army at the close of the War, and while serving as a non-commissioned officer against the Filipinos he was commissioned a 2nd Lieutenant of Infantry.

After attendance at the Army Signal School at Fort Leavenworth in 1904, he served in Cuba with the Army of Pacification and in connection with this duty completed an 1800 square mile section of the Progressive Military Map of Cuba which brought him the commendation of the War Department.

In 1908 he operated the first dirigible balloon purchased by the U.S. Government, and the following year he was selected to take flying instruction from the Wright Brothers on the first plane owned by the U.S. Government. As observer for Orville Wright he participated in the first cross-country flight made in America. They traveled ten miles averaging forty-two miles an hour and an altitude of six hundred feet, thereby establishing three world's records for distance, speed and altitude.

The year of 1910 was spent at San Antonio, Texas, where General Foulois, then a First Lieutenant of the Signal Corps, flew Army Airplane No. 1 during the intervals when his eight enlisted men were not repairing it from its frequent crashes. During these experimental flights wheels came into use, replacing the skids and monorails, and the safety belt became standard equipment. The one hundred fifty dollars appropriated by the Government for the development of aviation was expended early in the year, but the flights were continued by General Foulois spending three hundred dollars of his modest pay to meet the deficit.

The next year General Foulois adopted radio to airplane uses, receiving messages up to eighteen miles. While patrolling the Mexican Border, using a more modern plane, he made a record-breaking flight along the Rio Grande from Laredo to Eagle Pass, Texas.

In the summer of 1912 he supplied the "eyes" of the "Red" Forces in the Connecticut National Guard maneuvers of that year and turned the tide of the battle by a lucky reconnaissance. In 1915 the Aviation Section of the Signal Corps had grown to imposing proportions and the General, commanding the First Aero Squadron, was coordinating artillery fire with airplane reconnaissance at Fort Sill, Oklahoma.

Airplanes were beginning to be taken seriously when General Foulois moved his command by air from Fort Sill to their new station at San Antonio. The eight airplanes covered 550 miles in five days without accident or delay.

Still commanding the First Aero Squadron, he joined the Mexican Punitive Expedition with his organization in March 1916, often serving as personnel airplane courier for General Pershing. In spite of unsuitable equipment, aviation proved its worth in actual field service and General Pershing gave it a great impetus in military circles by remarking that during the operations in Mexico one airplane had been worth a regiment of cavalry to him.

After drawing up the plans of organization for the Air Service at the beginning of the World War and drafting the first appropriation bills, he sailed for France as Chief of Air Service of the A.E.F. and with a small detachment of officers and enlisted men laid the ground work for the A.E.F. Air Service. Our Air Service entered the War when the General personally led the first all American squadron of American planes and American pilots over the German lines.

In March, 1918, he became Chief of Air Service of the First Army, A.E.F. and was on duty at the Front. He served on numerous commissions, including the Supreme War Council. In addition to being cited for "Extraordinary Meritorious and Conspicuous Service with the Air Service, A.E.F." he was awarded the Distinguished Service Medal and made a Commander of the Legion of Honor.

After a period of duty at Washington in connection with the demobilization of the Air Service and salvaging of its enormous property, he served as Air Attache at the American Embassy at Berlin. He commanded Mitchel Field from August, 1925 to December, 1927.

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ELIGIBILITY OF WEST POINT CADETS IN ATHLETIC CONTESTS

In view of the universal and increasing interest on the part of the general public in the annual football classic between the Army and Navy, and the possibility of the severance of athletic relations between these two institutions because of a disagreement on the three-year eligibility rule, it may be of interest to quote the statement issued by Major-General Edwin B. Winans, Superintendent of the Military Academy, following his approval of a recommendation of the West Point Advisory Council for Athletics to the effect that further changes should not be made in the rules which govern the eligibility of cadets for membership on the West Point athletic teams:

"The factor of first importance must be the effect on the value of the Military Academy to the Army of the United States. Sports are fostered in the Army as a means of both physical development and recreation. Training at

West Point is given with a view to having each graduate thoroughly competent to impart instruction to enlisted men in at least a few sports. Intramural athletic contests are scheduled as a prescribed part of the instruction. The benefits of this system already have been reflected, both in an improvement of general athletics in the Army and in an increase in the mutual respect of officers and men which has resulted from contacts on the field of sport. Varsity teams at West Point do more than represent the institution in their respective fields. Each furnishes an example in a sport to the prospective athletic advisers represented by all members of the entire student body. The better the teams, the better the example. Therefore, and also because a good physique constitutes an asset for any prospective officer, West Point has refused to discriminate against young men of established athletic prowess.

"Of next consideration is the purpose of eligibility rules. These were established by colleges and universities to offset the tendency toward migratory athletics and perennial students, and not for the purpose of equalizing the relative strength of teams. Entrance to West Point is gained only by appointment from the President or a Member of Congress or by advancement through the ranks of the Army or National Guard. Both the difficulty of securing an appointment and the strenuousness of the West Point curriculum operate to preclude the entrance by any young man whose sole object is athletics. The rule now in effect at the Military Academy, prohibiting cadets in their first year from participating in inter-collegiate athletics, operates to the same end. Weekly surveys of athletic teams immediately eliminate from the varsity squads any cadets whose average of daily marks to that date does not attain a proficiency of at least sixty-six and two-thirds per cent. Therefore, additional eligibility rules are not necessary for the regulation of athletics at the United States Military Academy.

"Next comes the question as to whether or not West Point is under any obligation to conform in the interest of fairness or courtesy to the rules adopted in general by colleges and universities. West Point has for many years enjoyed most harmonious athletic relations with many colleges and universities, all of which have appeared to appreciate the limitations incident to military and academic instruction peculiar to West Point and to realize that eligibility rules are unnecessary for the retention of an amateur status by members of the West Point Teams.

"Another factor is the individual rights of the cadets. Cadets come from all States in the Union and approximately fifty per cent of them previously have attended colleges or universities of some sort or other. This is a very desirable condition from the standpoint of the educational qualifications of our future officer personnel. But, regardless of such previous educational work, all cadets are required to take at the Military Academy an identical four years' course in which participation in athletics is mandatory. To relegate any cadet to a team inferior to that justified by his athletic prowess would violate one of the basic principles of the institution whereby every cadet is treated the same without reference to his previous experiences and would serve to penalize the very class of young men we desire as the future officers of our Army.

"Finally comes the question of the athletic relations with the United States Naval Academy. It has been contended that a difference in age limits operates to cause West Point to receive such a larger number of athletes with previous collegiate experience as to more than offset the greater enrollment of the Naval Academy. Entrance to Annapolis is limited between the ages of sixteen and twenty, as against seventeen and twenty-two for West Point. The authorized enrollment at the Naval Academy is about fifty percent greater than at the Military Academy. The athletic records of West Point and Annapolis over a period of years are so even as to preclude admission of any advantage to the former. However, such an admission for the sake of argument would only occasion reiteration of the statement that eligibility rules are not for the purpose of effecting equalization between athletic teams. The rule prohibiting first year students from participating in intercollegiate athletic contests, recently put into effect at the Military Academy, was not adopted in recognition of a need for an eligibility code, but with the thought that thereby greater harmony could be maintained in the relations with the Naval Academy and at the same time that it might be found to be of advantage through the removal of any incentive for athletes to be unduly diverted from their studies during the first and most difficult year of the academic course. Contests with the Naval Academy teams

traditionally form the most important incidents in the West Point athletic schedules, but none the less the main purpose of these schedules is the development of sports throughout the Army. West Point continued its contests in sports with Annapolis in the post-war period when the Military Academy had only three classes.

"In conclusion the interests of the Army are served to best advantage by the present athletic eligibility rules in force at West Point. This code does not appear to cause any disadvantage to the progress of amateur athletics throughout the United States. It would be unjustifiable to make a change detrimental to the athletic training of the Army in order to experiment in attaining a temporary parity between the two service institutions."

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GOVERNORS OF VIRGINIA AND NORTH CAROLINA GIVEN AIRSHIP FLIGHT

"Said the Governor of North Carolina to the Governor of Virginia --" The airship TC-254 was recently flown from Langley Field, Va., to South Hill, Va., by Lieut. B.T. Starkey, and circled over the scene of the exercises being held in celebration of the opening of the new Virginia-North Carolina road. This road is the most frequented highway from north to south, and this section completes an important link in the system. When the airship landed at South Hill, the Governors of Virginia and North Carolina were taken up for a thirty-minute ride which they seemed to enjoy. After the airship landed again to permit the Governor of North Carolina to take leave, the Virginia Executive was flown to Richmond, and from there the airship proceeded to Langley Field, landing at 7:30 P.M.

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AIRSHIPS DROP FLOWERS ON GRAVE OF CAPTAIN GRAY

The airships TC-5-251 and TC-10-254, under the command of Captain C.P. Clark, Commanding Officer of the 19th Airship Company, and 1st Lieut. William J. Flood, recently flew to Bolling Field, D.C., to participate in the funeral exercises of Captain Hawthorne C. Gray, who lost his life while attaining the world's altitude record. Upon landing at Bolling Field, the airships were refueled and placed under the command of Colonel C.G. Hall and Majors Rush B. Lincoln and J.D. Beardar. Taking off from Bolling Field the ships were flown over the funeral procession and a number of bouquets and wreaths of flowers were dropped on the grave and on Arlington National Cemetery.

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AERIAL PHOTOGRAPHIC ACTIVITIES IN THE PHILIPPINES

During the month of October the Sixth Photo Section, stationed at Camp Nichols, Rizal, P.I., delivered an eighty-square mile photographic mosaic of the Fort McKinley Reservation and surrounding territory to the Philippine Division for use in connection with their winter program. The Philippine Division intends to use a number of copies of this mosaic for purposes of training personnel in interpretation and mosaic reading. A duplicate set of photographic prints, which were used in assembling this mosaic, were furnished the Engineer Officer of the Philippine Department for use in revising the present maps of this area. At present a photographic mosaic of the City of Manila is being made in connection with the training program of the Sixth Photo Section.

A number of altimeter tests are being carried out by this Section in an effort to determine one which will work satisfactorily for mosaic flying. It is the belief that the majority of altimeters in the Philippines have been affected by climatic conditions. Five altimeters have been mounted on a photographic airplane and test exposures are being made at various altitudes. From the scales of the photographs all the altimeters will be checked and the best ones will be chosen for regular use.

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A NEW ADDITION TO THE MELOY FAMILY

Of delicate lines, but built for long service; only a two lunger, but
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V-5751, A.C.

powerful; small but of great fuel capacity; equipped with a loud speaker of minute proportions but proven capable of spanning long distances, and with only a two foot landing gear. Stabilizers not functioning to perfection as yet; inclined to be nose heavy, but already possesses a marked degree of maneuverability. The designers claim that these faults in stability can be wholly overcome within the next two years. They are that confident of its sterling qualities that they assure us that when it is fully developed and offered to the Army Air Corps, it will promptly be accepted and that, then, the prompt shattering of existing speed, altitude and endurance records is a potentiality not to be sneezed at.

No, this is not a new-fangled airplane, but a seven-pound boy, one Vincent J., Jr., born Saturday, October 22, 1927, of which Lieut. and Mrs. Meloy are the proud parents.

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GENERAL GRAVES INSPECTS FRANCE FIELD

Major-General Wm. S. Graves, Commanding the Panama Canal Department, made his yearly inspection of France Field recently. Each organization was lined up in front of its barracks, and each in turn received the scrutiny of the Commanding General.

General Graves was well pleased with the appearance of the Sixth Composite Group and France Field, stating to the Commanding Officer at the completion of his inspection that the command looked fit for any duty, and that he was highly pleased with their appearance. He was able to stay only an hour and 15 minutes on the post on this occasion, but promised to return in the near future and spend an entire morning to watch the France Field personnel at work.

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SECRETARY WARNER CONGRATULATES FRANCE FIELD FLYERS

During his recent visit to Panama, the Hon. E.P. Warner, Assistant Secretary of the Navy for Aviation, visited France Field and inspected all the plans and the personnel. A flight of three PW-9's took the air and performed acrobatics in his honor. The three pilots were later congratulated by Mr. Warner, who remarked that he had seen nothing better anywhere in the States and that it reminded him of his visits to Selfridge Field, Mich.

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GENERAL OFFICERS PURSUE COURSE OF STUDY AT LANGLEY FIELD

Five Brigadier-Generals of the U.S. Army were on duty at Langley Field, Va., taking the three weeks' special refresher course in Air Corps organization, training and administration, viz: Brigadier-Generals C.B. Rosenbaum, Walter C. Short, George H. Jamerson, James H. Reeves and Frank S. Cocheu. On December 1st the Second Bombardment Group gave a special bombing demonstration for them, flying a five-ship formation. Four separate attacks were made on the designated target, the first two being in column, the next in Vee formation, and the last a Vee formation salvo. In all 36 one hundred-pound demolition bombs and 6 three hundred-pound demolition bombs were dropped.

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SENATOR BINGHAM DELIVERS INTERESTING TALKS TO LANGLEY FIELD PERSONNEL

United States Senator Hiram Bingham, of Connecticut, honored Langley Field with a visit from November 28th to 30th, arriving with Senator Dill of Washington on a C-2 Transport piloted by Lieut. Dinger of Bolling Field. He was met by Colonel Culver at the line at 2:30 P.M., and then taken for a tour of inspection of the field, including the laboratories of the National Advisory Committee for Aeronautics. Colonel Culver gave a dinner in honor of the Senators that evening, after which Senator Dill took the night boat for Washington.

On the following day in the afternoon Senator Bingham delivered an address to the officers concerning the flying fields established by the Army at Issoudun, France, in 1917-18. Many of the personnel of the Air Corps will remember that Senator Bingham, then Colonel Bingham, Air Service, National Army, was

Commandant of the schools of Issoudun, and organized the Ground School at that station. At the beginning of his address he mentioned by name Majors John F. Curry and R.L. Walsh, Air Corps, who were in his audience, as having each commanded one of the fields at Issoudun. The Senator dealt on the many difficulties encountered in opening and developing the training activities in France, and particularly the trouble they had with planes. Towards the close of his address he made a few observations on China and the Chinese situation. Having just returned from a summer's study of the Chinese situation, his talk was extremely interesting.

So impressed were the officers with Senator Bingham's remarks on China, that numerous requests were received by Colonel Culver for an additional lecture on China by Senator Bingham. At Colonel Culver's request the Senator agreed to talk to the officers and ladies at 7:30 o'clock that evening.

Following the afternoon talk, Senator Bingham and the entire personnel of the field set out for the football field and witnessed a well played game between Fort Eustis and Langley for the peninsula championship. Langley won by a 7 to 6 score.

In the evening the lecture room of the Air Corps Tactical School was filled with officers and ladies. Senator Bingham began his talk with an illustration of the geographical boundaries of the factions now existing in China and gradually built up his foundation by anecdote and aural illustration until the climax was reached. He dealt with the numerous interests in China, the Treaty ports, the Japanese, the Russian, and the commercial interests of the English. Americans and Germans, and showed how each worked counter to the other and adversely affected the attitude and condition of the Chinese people. Building up to the present time he related how the book by Sun Yat Sen, deceased, entitled "The Three People's Principles" was adopted by the Nationalist Party as their political bible; of what its menace consisted and how it was affecting and enhancing the anti-foreign sentiment of the Chinese. In closing, he stated that there are fifty United States Army officers now competent in the Chinese language, and it was his opinion that the United States could use these officers as military attaches in the various provinces in China and through them develop friendly feeling between the two peoples.

Senator Bingham's talk was so smooth, so easily delivered and so cleverly illustrated that an hour and a quarter passed all too quickly. All who listened to him were greatly impressed and were much the richer in knowledge of current events as regards that great land of China with its four hundred million people than ever before.

Senator Bingham remained at Lantley Field until the morning of Nov. 30th, when he departed to inspect the Naval Air Station at Hampton Roads, being flown over by Lieut.-Commander Reid of the Navy.

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THE A-3 ATTACK PLANE

The Curtiss "Falcon", originally produced as a two-seater observation airplane for the U.S. Army Air Corps, has evolved, like the single-seater "Hawk", into a series of two-place machines to fulfill various functions in military operations.

The latest development in this series is the A-3 Attack plane; designed for ground attack on trenches, troops, supply trains, and the like. This type of warfare, used to only a limited extent in the World War, is undoubtedly destined to be an important factor in future conflicts, and consequently the Air Corps is developing aircraft specially suited for this work.

The A-3 "Falcon" resembles the observation type of "Falcon", with the exception of armament which has been greatly increased. In the A-3, one caliber .30 Browning machine gun is located in each lower wing, with the muzzle protruding through the leading edge. Several hundred rounds of ammunition for each gun are carried in ammunition boxes within the wings. These guns are operated by electric triggers on top of the control stick, and are so arranged that the pilot can fire either gun independently or both simultaneously.

In the fuselage, two Browning .30 caliber guns are mounted, instead of one as in the observation type of "Falcon". Both are of the fixed type, synchronized to fire through the propeller disc, and operated by triggers on the control stick. Defensive armament, as in the observation plane, is provided by a

double Lewis gun on a scarf mount atop the rear cockpit.

In addition to the above, the A-3 carries two bomb racks, fitted into the under surface of the lower wings, and capable of carrying a quantity of twenty-five pound fragmentation bombs. These can be released individually or in salvo by the pilot.

Thus the complete armament of the A-3 consists of four machine guns for offensive warfare, two defensive guns, and a quantity of small bombs. The radio and camera equipment which is normally carried by the observation type "Falcon" is not provided in the A-3, but can be installed if desired.

Preliminary flight tests have shown the A-3 to possess a top speed of approximately 147 miles an hour. This, combined with its high degree of maneuverability and complete armament, makes it a decidedly formidable weapon of attack.

Another version of the attack plane, being produced for both the Army Air Corps and the Marine Corps is similar to the A-3 but powered with the Pratt and Whitney "Wasp" air cooled engine. The "Falcon", like all recent Curtiss types, is constructed with a detachable motor mount and the substitution of powerplants is thus easily made without any change in the airplane itself. Flight tests on the "Wasp"-motored attack plane will shortly be made.

As an observation airplane, for which the "Falcon" was originally designed, three types are now being produced. The O-1B, latest development of the original D-12 observation plane, is now being produced in large quantities as the standard observation type of the Air Corps. This plane, with the D-12 motor, has a top speed of about 147 miles per hour and a cruising range of 600 miles at 113 m.p.h.

A variation of this type, for use both by Army and National Guard, is powered with the Liberty motor, and still another type, for Army and Marine Corps, is powered with the Pratt and Whitney "Wasp" engine. Both of these latter types are identical with the O-1B observation plane, except for powerplant.

Thus the original Falcon has been developed into a series of two-place observation and attack planes for the military air services of the United States. All of these machines are of essentially the same basic design, which has been thoroughly service tested over a period of several years and in which, therefore, maintenance difficulties have been reduced to a minimum.

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FIRST LANDING OF AN AIRSHIP ON THE ROOF OF A BUILDING

In a recent letter to the Editor, Captain Howard A. Scholle, Air Corps Reserve, writes as follows:

"I do not like to detract in any way from the credit due Captain Clark in making an airship landing on the roof of the Newport News High School, as reported in the News Letter of December 8th, but in the interest of historical accuracy, I should like to call your attention to the fact that this was not the first time that the feat of landing an airship on the roof of a building has been accomplished.

"Although I cannot give you all the details, according to my recollection a similar landing was made some years ago on the roof of a building in Cleveland, Ohio. I should say that the date was somewhere around 1919 or 1920, and that the landing was made on the roof of the Hotel Statler. My impression is that the ship used was the old A-4, which was used for a number of years as a training ship by the Air Service School at Langley Field. I do not recall who the pilot was, but I rather think that it may have been Jack Boettner, of the Goodyear Tire and Rubber Company, of Akron, or possibly Capt. George W. McEntire, now stationed at Luke Field. I believe also that the late Lieut. John W. Shoptaw, who lost his life when struck by lightning at a Gordon Bennett Balloon Race in Belgium several years ago, had something to do with either the piloting or the arrangements. * * *

It is desired to thank Captain Scholle for bringing this matter to the attention of the Editor, who stands or sits corrected. The landing of the Army Dirigible A-4 alluded to by him occurred on the evening of May 23, 1919. The demonstration was that of landing on a platform erected on the roof of the Statler Hotel in Cleveland, Ohio. The platform was erected by the hotel management, the personnel being furnished jointly by the Army, Navy and the Goodyear Tire and Rubber Company. Two persons were stepped out of the ship upon the landing and two other persons were aboard and the ship returned safely to its home station.

The crew of the ship comprised Major C.H. Maranville, in command; civilian pilot, J.F. Schade, pilot; 1st Lieut. John W. Shoptaw, relief pilot; Mr. R.M. Upson, Aero Engineer for the Goodyear Tire & Rubber Co., passenger. Upon the safe landing of the airship on the hotel roof Major Maranville and Mr. Upson stepped out of the ship, leaving the command of the airship in the hands of Lieut. Shoptaw. Captain Elden P. Phillips and an enlisted mechanic went aboard and the ship departed for its home station.

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"ED" THROWS SOME LIGHT ON THE FUTURE OF AIRCRAFT

Wright Field, Nov.29, 1927.
(Conference Room Number 2)

The editor,
Air Corps News Letter,
Washington,D.C.

Dear Ed:

I notice in spelling out the pieces in the magazines that its getting very popular for popular characters like for inst Tom Sharkey, Eddie Foy, the kaiser & all them big army & navy people to have the story of their life written by somebody that is a writer or at least owns their own type-writer. You know the kind of stories - "How I Knocked them ALL for a GHOUL", by COLLIFLOWER O'GRATTON, as told to I.Bertram Lefkowitz - and "GYPPING THE JAILOR", by HACKSAW HAGGERTY, as told to Cuthbert M.Bung, (reading time 17 min 37 sec. - all wasted).

Well Ed after reading some of the literature in our own technicle library it looks to me like we could have a bigger circulation for a lot of these here same documents if the original authors had of knocked off after doing their scientific investigations & left the writing about it to somebody that knew all about sychology & sex problems & all them things that big writers get by with and practically nothing at all abt mathematics & modesty. Take for example all the high grade reading matter put out by the Bombing Boards from time to time. Whos going to remember Odas Moon & Pete Melville & all them boys as the greatest mock-up criticks of all time, knowing practically everything there is to know about Bombing, if the only literature available is in the form of a lousy board proceedings without no love interest or breath-taking situations? Nobody.

Now Ed Im not one to criticize without suggesting no remedy & so heres the way they had ought to have done & put the bombing Board in the same literary class with One Round Honey and Jessy James like it ought to be.

BOMBING BOARD BARTD ! !

BY -- Odas Moon
Harold George
Pete Melville
E W.Dichman, and others too prominent to get
fresh with.

As enacted by:

Arthur Brisbane -- pres.
Ring W.Lardner -- Member
H.L.Menchen -- "
Milt Gross -- Recorder.
(Villagers, soldiers, airplane manufacturers,
courtiers & the etc.)

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The Board met pursuant to no particular orders at 2nd. & Ludlow streets & proceeded singly, so as not to attract too much attention to the room of Mr.Lardner in the M ____* Hotel. The bell boy being a little slow with the ice the board proceeded to a consideration of business just to wile away the time.

Mr. Brisbane - Gentlemen let us face the facts. During the past summer the high seas have been crossed by many aircraft - fortunately on peaceful missions. Maybe another year will find hordes of little brown men taking off from the airports of Sweden in modern aircraft all intent on the destruction of the gigantic but helpless cities of our own seaboard. These craft will be giant bombers loaded with tons of bombs containing T.N.T.,

Mr. Gross - Yi ! Yi ! Yi ! Yi ! Hairplanes witt gess bums yat it should gredually get espifficated all de pipole.

Mr. Mechen - Whats all this rubbish about being bombed ! What of it? Out of every thousand so-called victims there would undoubtedly be two hundred mental incompetents, seven hundred and eighty nine hypocrites and only eleven honest men - mostly bootleggers and literary critics. I'm for dispensing with this maudlin self pity and letting the bombing begin preferably in Philadelphia.

Mr. Gross - Iss dees a fact ? And whozz gonna gat out an injunction it should wonn the enemeh iss no monkeh business allowed no other place only Philadelphia ? I esk you iss going on here a mitting witt sending out invitations so's gonna inwite

* Why should I fill in the name of their old hotel & give them a lot of publicity - they wouldn't cash a check for me once.

a bunch of loafers from the old country they should have by us a scheutenzen or do we got to disgust hore ways witt means hows gonna drop gredually a couple bums it should be by the enemeh a big expulsion witt piece meal.

Mr. Lardner - Thats what I says to this big baloney yesterday. He says to me & what do you know about aviation & I says well I may not be no ace myself but I dont see no scientifick datta sticking out on you buddy or any of your family eyther I says & he seen -

Mr. B - The question gentlemen is not do we want bombers but how many and how big. When the skies above our golden shores are black with enemy aircraft will we be supine and helpless or will hundreds of our own fighting planes manned by red blooded fighting Americans -

Mr. M - The herd instinct again! How anyone can have the amazing crust to parade a mob-inspired hysteria in the guise of -

Mr. L - and further & more I says dont kid me big fella abt none of them small time pushes in the Argonne because I was in the front line in the Criterion bar in London on armistice night myself and I guess - -

Mr. G - So you oined it a maddle hah for tzoivice in de front from gin mills yac wot youll gat maybe in Warr Boids a couple cheesters!

Mr. B - Now these boys here in the Materiel Division have done very well as far as they have gone - but my artists have designed super planes which will carry whole armies. I'll have a couple more boys from the Sunday art department put on the job tonight and we can have something ready in the morning - say in the ten thousand horsepower class. So now that that's settled, is there any further business ?

Commotion without, door bursts open revealing -

AIRPLANE MANUFACTURER - (agitated) I OBJECT ! This has got to stop.

Mr. L - How do you get that way - ws aint got started yet.

A.M. - I distinctly heard you talking about designing some new airplanes and how can I keep tires on the Rolls if the government is going to ring in new designs every ten years or so.

Mr. L - The kid's right. Now take my kid brother, nice clean cut boy what I mean & during his last hitch in Reform School he designs a airplane & sends it in to McCook Field & did them crows give him a look in ? H--l no they sends the whole works back with a line of dope about it being so fast that it wouldnt be safe for Jimmie Doolittle or Gene Batten or any of them old conservative pilots to fly & will my brother accept their thanks & the etc & I guess them guys found out a thing or two when they seen the letter I wrote to my congressman. I says -

Mr. G - Sharrop !

Mr. B - The question of a suitable bomber -

A.M. - I object to the word suitable.

Mr. M - Suitable for what? The mere stinking business of destruction - of an obscene display of spineless subservience in the game of follow the leader. Of launching gasoline reeking monstrosities into the air for the purpose of destroying other idiots ; - -

A.M. - I object to the word idiot

Mr. L - All right, I object too. If theres anything in this world I hate its 1 thing more than another.

Incendiary charges - Asphyxiating gases -

Mr.B - I object to these objections.

Mr.G - Well sos to be agribble witt anonymous iss by me also objections.

Mr.B - Gentlemen, GENTLEMEN - what is it to be ? Will you be bombed or will you bomb ?

ALL - WE WILL.

Mr.B - You will what !

All - We will NOT.

Bell Boy - Heres the ice.

Meeting adjourned,

Yrs truly,

Ed.

---cOo---

ANOTHER MEMBER INITIATED INTO CATERPILLAR CLUB

Flying Cadet G.W. Hansen is the latest member to join the ranks of the Caterpillar Club. While flying over Brooks Field, San Antonio, Texas, a fog quickly settled over the field and he became confused as to his location. In trying to come down to a lower altitude to ascertain his whereabouts his plane fell into a spin and he jumped within 200 feet of the ground, making a safe landing. His plane was a total wash-out.

---cOo---

DELIVERY OF FALCON OBSERVATION PLANES TO AIR CORPS

By the Mitchel Field Correspondent

Nine Curtiss Ol-B Falcon observation planes, which type is now standard for the Air Corps, were assigned to Mitchel Field and delivery has already begun.

Approximately 100 of these planes are in course of construction at the Buffalo plant of the Curtiss Aeroplanes and Motor Company. The majority will be equipped with the Curtiss D-12 motor, and all of those coming to Mitchel Field will have this motor. Those observation planes designed for use of the various National Guard units will be powered with the Liberty motor.

A total of 76 additional Curtiss Falcons, constructed as attack planes, will be sent to Fort Crockett, Texas, for use by the Third Attack Group. These planes will be powered with the D-12 motor. With their six machine guns, two of which are streamlined into the lower wings, two firing between the blades of the propeller and two operated by the gunner or observer, these planes have attracted widespread attention around New York. In a trifle over a minute, the 2600 bullets can be discharged, each gun firing 400 shots a minute.

The Falcon plane seems acceptable to many military purposes. In addition to being the standard observation and attack plane, two Assistant Secretaries of War and two Generals of the Air Corps use them as flying offices. The last deliveries were made on December 12th, when Major-General James E. Fechet accepted his plane at Mitchel Field and with Captain Ira C. Baker, flew it to Washington. Lieut. E.P. Gaines left for Wilbur Wright Field with the plane assigned to Brigadier-General Wm.E. Gillmore. Earlier deliveries were made to Assistant Secretaries of War, Hon. Hanford MacNider and Hon. F. Trubee Davison.

These planes, which have been painted in distinctive colors, have a mahogany desk ingeniously built into the rear cockpit. They are to be used on inspection trips throughout the country. It is possible to write in the plane while in flight, and the glass top of the desk is so arranged that documents and maps can be slid underneath for extended study. Another feature is the complete instrument board in the rear cockpit which, with the dual controls make it possible for the Assistant Secretary of War or Generals, all of whom are at present pilots, to fly independently of the occupant of the front cockpit.

The fact that the Falcon attack planes, in addition to their six machine guns, carry bomb racks on the lower wings with a quantity of 25-pound bombs, makes it possible that they will yet appear as light bombardment planes. With the Curtiss D-12 motor and a full complement of bombs it would have a speed of 147 miles an hour.

MISSING PARTY LOCATED BY ARMY AIRPLANE

The Air Corps in the 9th Corps Area had occasion in November to include among its activities a mission in response to an urgent call for assistance from civilian life. At the request of the Pathe-Bray Colorado River Expedition a moving picture project which had for its locale a portion of the Colorado River between Lees Ferry, Arizona and Green River, Utah, to locate certain personnel of the expedition, including members of the Army on duty therewith, who had been reported lost, a transport plane equipped with radio was dispatched on the morning of November 27th, with a crew consisting of Lieut. W.K. Burgess, pilot, Lieut. Dean Farran, Reserve, radio operator, and civilian mechanic, Fred Brown.

It was decided to use Camp Pearson, Arizona, as a base of operations, and the Scenic Airway Field, 18 miles south of El Tovar Hotel, Grand Canyon, as an additional landing field, - the airplane to cover the territory between Camp Pearson, near Lees Ferry, Arizona, to a point North, just below the junction of the Colorado and Green Rivers.

The plane arrived at Camp Pearson on November 28th and began its search on November 30th, on which date the missing personnel were located. An accident to the plane in taking off from Camp Pearson preparatory to returning to the home station forced the personnel to return by rail.

The Commanding General of the 9th Corps Area, in commenting on the above mission, states that, notwithstanding the mishap to the plane, the manner in which same was performed reflects credit to the participating personnel and their branch of the service, as it was attended by outstanding hazards from a flyer's viewpoint, both as to difficult terrain and weather conditions encountered. These latter are vividly suggested by the following telegram from Lieut. Burgess:

"Due to high winds and dust storm on the desert Camp Pearson and violent snow and sleet squalls over entire length of canyon, flight back to Scenic Field today for gasoline was abandoned. Radio just received three P.M. saying gasol n will reach Camp Pearson tonight by truck. Weather appears to be moderating. Camp Pearson wrecked by seventy mile wind storm. Plane well lashed to ground. Radio damaged but functioning."

---cOo---

RESERVE OFFICERS TRAINING CAMP AT BUFFALO, N.Y.

In order to afford Air Corps Reserve officers residing in Buffalo, N.Y. a vicinity an opportunity for training, which had not hitherto been possible, a training camp was held for them at the new Buffalo Airport from October 10th to 19th. During this period 22 Air Corps Reserve officers participated in flights for a total flying time of 97 hours and 13 minutes man hours. The time of Reserve officers flying solo aggregated 19 hours and 2 minutes.

The widespread public interest which this training camp created served to bring a number of young men to the camp who expressed a desire to join the Reserve. Although no record was kept of the number of applications, it is estimated that they totaled in excess of 250. Such applicants who appeared to be fully qualified mentally and physically and in every way desirable for acceptance for primary flying training were furnished information as to the steps necessary to enter the service at Brooks Field. There were 26 young men who appeared to be qualified in every respect and who expressed their intention to make application for training.

The facilities for training which the Buffalo Airport affords are not surpassed anywhere in the country. These facilities include modern hangars, shops supplies, office building and runways. The flying area is of such character as to reduce to a minimum the possibility of damage to planes. All of these facilities were used during the training period without any cost to the Army except for gasoline and oil consumed.

Lieut. Reuben D. Biggs, Air Corps, was in charge of the camp, assisted by Capt. W.H. Proctor, Air Corps Reserve, temporarily on active duty. Three Regular Army Infantry officers participated in infantry contact problems with the troops stationed at Fort Niagara, N.Y.

The problem for the Infantry conducted on October 11th was an exercise in protection and defense against hostile aircraft, and indicating the location of

hostile and friendly lines. For the Air Corps it was a practical exercise in the location and attack of a hostile Infantry column on the march and in the location of hostile and friendly lines. The only communication between the airplanes and the Infantry was through dropped messages and the display of panels.

For the Infantry the exercise was valuable in that it afforded practical training in the identification of planes, indications of approaching aircraft practice in taking cover, formations to take on the march, practice in manipulation and sighting of machine guns on airplanes, and illustrated the danger of firing on friendly planes. In general it illustrated in a practical way the theory that has been taught on the subject, particularly the very short time required in the flight of a plane over troops, the possibility of casualties and the necessity for expert and rapid operation of machine guns. The hostile planes flew over the column five times.

During the period of the camp, six lectures were delivered to the participating personnel on the following subjects:

Parachutes, by Harold G. Rogers of the Irving Airchute Co.

Aerial Photography and Map Making, by Major Ripley, County Engineer, and Mr. W.J. Washburn.

Meteorology, by Captain T.A. Murphy, Air Corps Reserve.

The Air Corps Reserve, by Hon. F. Trubee Davison, Asst. Secretary of War.

Artillery Fire Control, by Captain Faulconer, U.S. Army.

Instruments, by 1st Lieut. Reuben D. Biggs, Army Air Corps.

Of the personnel participating in the training camp, 10 were Air Corps Reserve officers with the rating of A.P. or J.A.P.; 12 were Air Corps Reserve officers with the rating of Observer; three were Reserve officers with no rating, and nine were civilian pilots who enlisted in the 323rd Observation Squadron pending commission in the Air Corps Reserve.

Worthy of note was the exceptional interest displayed by the Air Corps Reserve officers stationed in Buffalo. There appears to be a general desire that another training period be held this year, but at an earlier date, in order to take advantage of more favorable flying conditions. Flying was hampered by bad weather for a considerable part of the training period, but during such hours as the weather permitted all the planes which were in condition to fly were constantly in the air. Three Army planes were sent to the camp for the training of the Reserve officers.

Lieut. Jos. A. Ellison, Air Corps, who was also on duty at the training camp, stated in a letter to Major J.M. Satterfield, President of the Reserve Officers Association of Buffalo, that "it was a pleasure to work with such an enthusiastic and apt bunch of pilots and student pilots and observers as comprise the Reserve Officers Association of Buffalo. They were all fine fellows and would be a credit to the Service as a Reserve unit."

Buffalo is keenly desirous of obtaining a Reserve Unit and, from all indications, it would seem that this ambition is in a fair way of being realized. Three important factors, it would seem, should go a long way in aiding Buffalo to secure this Unit, viz: the enthusiastic interest of the Reserve officers of that city and vicinity, the ample facilities for flying operations afforded by the new Buffalo Airport, and the fact that Buffalo is a large center for the manufacture of airplanes and accessories.

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SANTA CLAUS ARRIVES AT SAN ANTONIO DEPOT VIA PLANE

Christmas proved to hold much of cheer and good will at the San Antonio Depot. The children, especially, enjoyed the Christmas tree prepared at the Duncan Field Recreational Hall for all children of the post personnel. The affair, given under the auspices of the Duncan Field Civilian Club on the evening of December 23rd, was attended by some 500 children with their parents.

Colonel Mars, Commanding Officer, started the proceedings by arousing the expectancy of the little ones to the highest pitch with his assurance that he had seen Old Santa personally while on a recent hunting trip and had obtained his promise to visit the post on that date by airplane. The children were then invited outside to a view of the flying field to await his arrival. They were intensely on tiptoe. They instinctively paid no attention to various planes flying around in the distance, but when a ship was heard roaring in from the north they at once knew that it could be none other than the one they ex-

pected, and their enthusiasm was unbounded. When Santa Claus himself, sponsored by Captain Trunk, descended from the plane his welcome was most royal. Upon re-assembling in the hall, a delightful present and a box of Christmas candy was given to each eager child, and they all went home exceedingly merry and with the firm conviction, as expressed by some, that all other Santa Clauses they might have seen were mere imitations, as they had seen the real Santa here.

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BREXER RABBIT FINDS ROCKWELL FIELD AN UNHEALTHY PLACE

After considerable labor in beautifying the grounds at the Rockwell Air Depot, Coronado, Calif., it was found necessary to rid the island of Jack Rabbits. All of the hunters of the Depot, both great and small, with all kinds and makes of guns, until it had the appearance of a Revolutionary Army, turned out one morning recently, and the drive was on. It is estimated that about 500 rabbits were killed. Another drive was held three days later with about the same result. Quite a demand was found for rabbit meat, and a large number of the employees took home their bounty and not only supplied themselves but their neighbors as well. A truck from the San Diego Zoological Society was also on hand to gather up the surplus.

The rabbits had destroyed some of the new shrubbery recently set out, but their depredations were "nipped in the bud" before any great damage was done. The next campaign will be waged against the gophers as soon as a supply of gopher poison can be obtained from the Quartermaster's Department.

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OFFICIAL OPENING OF NEW PRIMARY FLYING SCHOOL

March Field, Riverside, Calif., was officially reopened as an Air Corps Primary Flying School on November 1, 1927, at which time 83 Flying Cadets reported for training. Two of these cadets came from enlisted status and the remainder from civil life. All of these 83 Cadets attended high school and all but five had one or more years at college, 13 having one year, 23 two years, 16 three years and 26 four years, 19 of the latter being graduates.

Sixteen Cadets were eliminated in the first week for failure to pass the physical examination and the orientator and psycho-analysis tests. The News Letter Correspondent expresses the belief that the raising of the school entrance educational requirements has raised the quality of the student personnel to a higher standard than that of previous classes at the Air Corps Primary Flying School at Brooks Field.

The opening week of academic work was started November 5th, with a class of 67 students. Flying instruction started the following week, November 14th.

The Director of Flying Instruction reports that the class as a whole is very apt at learning to fly. By December 9th practically the entire class was soloing, making about an average of eight hours dual instruction for each student, before arriving at the solo stage. A third of the students are now on the "eight" stage. To date eleven students have been called to appear before the Faculty Board for failure to meet the requirements in flying and have been eliminated.

The following are the Faculty Board members of the Air Corps Primary Flying School at March Field:

Major Millard F. Harmon, Jr.

Commandant

Major Carlyle H. Wash

Assistant Commandant

Captain Orlo H. Quinn

Director of Flying Instruction

1st Lieut. James L. Grisham

Director of Ground Instruction

1st Lieut. Byron T. Burt

Secretary and Recorder

1st Lieut. Frederick V.H. Kimble

Commanding Officer, Cadet Detachment

Major Chauncey L. Chase, M.C.

Flight Surgeon.

Exceptionally good flying weather has been encountered since the school opened. Only two flying days were lost through inclement weather. The total flying time of the Cadets to date is 1127 hours, 35 minutes. The total aircraft hours for the month of November for the entire post was 1046 hours, 45 minutes. The number of cross-country flights for November was 203.

THE NEW CHIEF OF AIR CORPS

By virtue of reaching the statutory age for retirement, Major General Mason M. Patrick relinquished his position as Chief of the Army Air Corps on December 13th last, being succeeded by Major-General James E. Fechet.

Shortly before noon of that day, all the officers on duty in the Office of the Chief of Air Corps assembled in his office to bid General Patrick farewell. In a brief speech, General Patrick thanked his officers for their cooperation and loyalty and expressed the hope that they would manifest the same spirit to General James E. Fechet, his successor.

In the evening at the Officers' Club at Washington Barracks, D.C., General and Mrs. Patrick were the guests of honor at a dinner tendered them by the officers and ladies with whom they have been associated. Among the prominent guests were the Hon. F. Trubee Davison, Asst. Secretary of War; Hon. Wm.P. McCracken, Asst. Secretary of Commerce; the Air Attaches of the French, British and Italian Embassies; Mr. Porter Adams, President of the National Aeronautic Association; General James E. Fechet; Brig.-General Benj. D. Foulis and Col.R.H.Young.

In addition to the above guests, all Air Corps officers on duty in Washington and vicinity and their wives were present at the dinner to pay homage to the retiring Chief of Air Corps. The ball following the dinner was a most enjoyable affair.

On the morning of December 14th, Major-General James E. Fechet took the oath of office as Chief of the Army Air Corps. At the same time Brigadier-General Benjamin D. Foulis was sworn in as successor to General Fechet in Office of Asst. Secretary of War Davison in the presence of Major-General Charles P. Summerall, Chief of Staff, and Brigadier-General Briant H. Wells, Deputy Chief of Staff.

The oath was administered by Lieut.-Colonel Joseph I. McMullen, a boyhood friend of General Fechet, and with whom he served in the Spanish-American War, General Fechet as Sergeant in Troop D, 6th Cavalry, and Colonel McMullen as Sergeant in Troop H, 6th Cavalry.

Let us glance into the service record of General Fechet, which is, indeed interesting. From a Buck Private to a Major-General - which began as a hard riding, fighting son of the Army. General Fechet first enlisted as a private in Troop "E", Sixth Cavalry, in April 1898, during the Spanish American War, and served with distinction thru the grades of Corporal and Sergeant. At the close of the war in 1900 he was appointed a Second Lieutenant of Cavalry; on February 2, 1901 he was appointed First Lieutenant; and on March 30, 1911 he was appointed Captain. During our late war the General held temporary commissions of Major and Lieut.-Colonel, which was vacated on March 12, 1918. On June 30, 1920 he was again appointed Major and on July 1, 1920 was appointed Lieut.-Colonel. His interest in aviation began with the birth of the flying machine, but it was not until August 5, 1917 that he was placed on duty with the Aviation Section of the Signal Corps. In 1917 he qualified as a Reserve Military Aviator having taken his flying training at Scott Field, Illinois. On November 13, 1918 he was rated a Junior Military Aviator. During the late war General Fechet was in command of various flying fields - Scott Field, Carlstrom Field, Dorr Field and Kelly Field. He was Air Officer of the Southern Department from May 1919 to September 1920. On August 5, 1920 he was permanently transferred to the Air Corps. In September, 1920 he was assigned to duty in the Office of the Chief of Air Corps, first as Chief of Training and Operations and later as Chief of Training and War Plans Division. On July 1, 1924 he was detailed as Commandant of the Air Corps Advanced Flying School at Kelly Field, Texas. On April 27, 1925 he was appointed Brigadier-General and Assistant Chief of Air Corps, and on December 13, 1927 he was appointed Major-General and Chief of Air Corps, succeeding General Patrick who retired for age.

Graduating from the Infantry and Cavalry School at Fort Leavenworth in 1904, General Fechet was known as an expert horseman and one of the best shots of the nation. He holds many trophies, having won the Hale Medal with sixteen consecutive bulls-eyes. Next to flying, shooting I dare say, remains his hobby today. During his military career the General has participated in, and fought in numerous skirmishes. He was severely wounded at the battle of San Juan Hill, and his life saved by the wonder surgeon, Dr. Nicholas Senn. Later he fought on the Island of Samar during the Philippine Insurrection and in 1916 served with General Pershing's punitive expedition into Mexico.

General Fechet was brought up in the Army, living much at the Indian Frontier posts at which his father served, the late Lieut. Colonel Edmond G. Fechet, who was cited for gallant service at Antietam. Having been with his father in Texas during the campaign against Geronimo and during the Sioux Indian War of 1890-91, the General lived his boyhood days on a horse and life not only gave him that wonderful constitution but made him quick to think in emergencies. His education was received in the public schools of Jackson, Ohio, and then he attended the Worthington Academy at Lincoln, Nebraska, and the University of Nebraska.

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49TH BOMBARDMENT SQUADRON MOVED TO LANGLEY FIELD

In order to better facilitate its training, administration, supply and operation which will result from its concentration with other bombardment units, the 49th Bombardment Squadron has been transferred from Aberdeen Proving Ground, Md., to Langley Field, Va. The unit will proceed to Langley Field with organizational equipment, except such as will be required to properly operate three bombardment and two observation planes at Aberdeen. Orders provide that the following-named Air Corps officers, now on duty with the 49th Squadron, and not to exceed ten enlisted men of this unit, will remain at Aberdeen Proving Ground to carry on experimental work and demonstrations in conjunction with the activities at that post: Major Fred H. Coleman, 1st Lieuts. Mark R. Woodward, Wm. E. Bleakley and 2nd Lieut. George H. Steel.

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THE SINKING OF THE S. S. "MANARI" By the France Field Correspondent

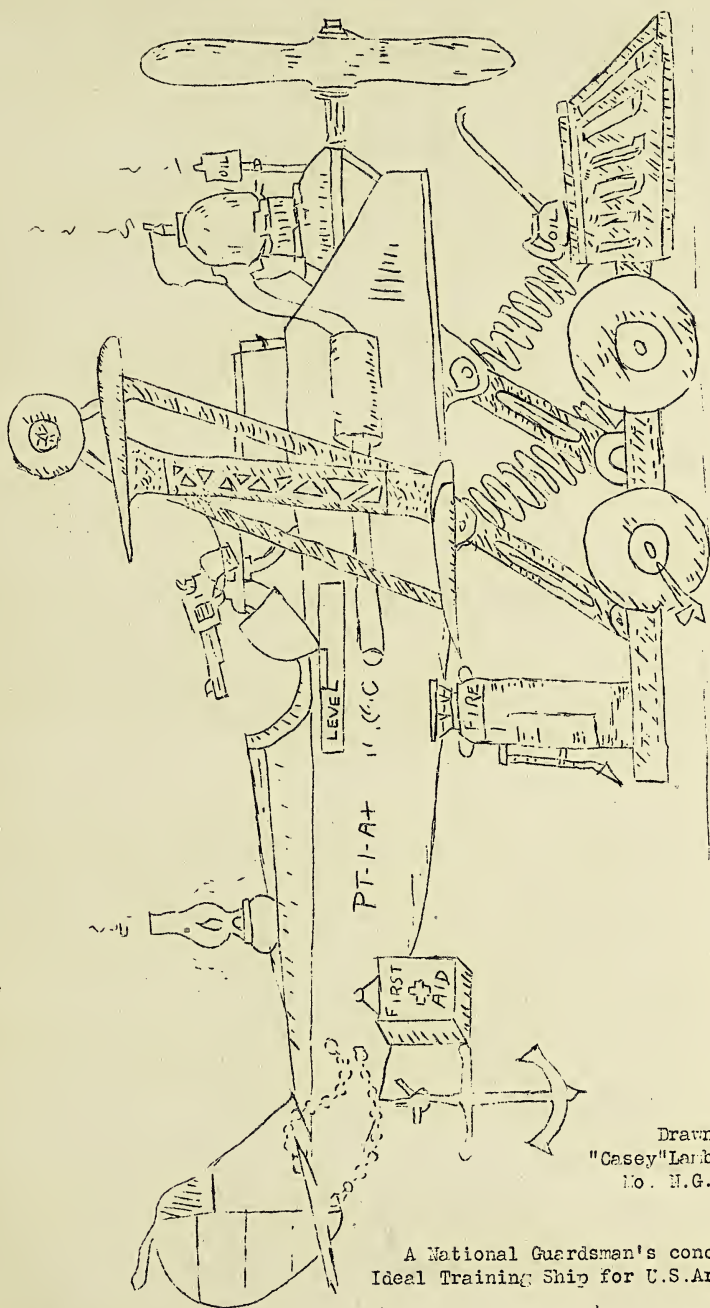
A few days ago we were informed by the Coast Artillery that the S.S. "Manari" had been offered them for target practice, but by reason of shortage of ammunition they were not able to accept the offer. They were satisfied that the Air Corps could have this ship for bombing practice if they so desired. Steps were immediately taken to obtain the vessel, and one morning several days later it was towed out to sea to become a target for our bombs and to seek its last resting place at the bottom of the sea.

The Army Mine Planter, GRAHAM, with a number of Army officials on board, took the "Manari" in tow. The Air Corps, other than those participating in the bombing, observed from airplanes and from our two launchers.

No attempt was made to speed the sinking of the ship, as it was desired to give our bombers an opportunity to do some practicing with live bombs since they had been none so far this year. The plans were for the Pursuit and 7th Observation Squadrons, using 25-lb. fragmentation bombs, to simulate an attack upon the personnel and machine gun installations of the ship, then for the Bombardment Squadron to sink the ship, using 100-lb. demolition bombs. However, the best laid plans frequently come to naught. By the time our Pursuit had dropped their bombs, the ship began to list, and before the 7th Observation could complete its bombing it rolled over upon its side and sank in 45 fathoms of water. The 24th Squadron was highly commended for the accuracy of its bombing, but naturally the members of the 25th Bombardment Squadron were rather disappointed that they did not get into the attack.

The following day four old DH wings, painted yellow, were lashed together as a target for the bombers so that they could get rid of their fused bombs. Again the Pursuit was given a target; this time four gasoline drums were thrown out and the Pursuiters were allowed to bomb these. Our operations made the mistake of offering the Pursuiters a prize for each drum sunk and later had to put in an order for four prizes. Captain Simonin and the Pursuiters are naturally highly elated over the showing made.

The bombing has been very valuable and it is planned to expand the rest of our target allowance in like procedure within the next week or ten days.



Drawn by
"Casey" Lambert, 2nd Lt.
No. M.G. A.C.

A National Guardsman's conception of an
Ideal Training Ship for U.S. Army Air Corps.

Tennessee National Guard:

The completion of Nashville's new airport is being rapidly carried on and, provided the present progress continues, the new flying field will be completely

finished by the early spring months. The new field will be known as McConnell Field, in honor of the late Lieut. F.B. McConnell, popular officer of the 105th Squadron, who lost his life in an airplane accident at Langley Field, Va. last June. The field will be used by the 105th Obs. Sqdn. as a base, and it is also intended that the airport cater to the interests of commercial flyers. Situated three miles west of the business section of the town on the M.C. and ST.L. Railroad, the field should be very easy for visiting aviators to find. The 105th Obs. Sqdn. invites both military and commercial flyers to take advantage of Nashville's new aviation facilities.

Lieut. John Gardner, A.C. was appointed instructor for the Tennessee Squadron and has been at his duties for several weeks.

The formation or organization of the Nashville Aero Club, a subsidiary organization to the 105th Obs. Sqdn. and composed mostly of members of the squadron, was carried out during a recent meeting of this organization.

The 105th Photo Section just received a large consignment of up-to-date photographic supplies and equipment.

Michigan National Guard:

With a \$2,000,000 bond issue calling for the establishment of a county airport passed and, accordingly, a modern and permanent home for the squadron assured, officers and men of the 107th Obs. Sqdn. are facing an optimistic future.

Missouri National Guard:

Lieut. "Casey" Lambert, who, by the way, is responsible for the cartoon appearing at the head of these notes, taken from the National Guard Air Service News Letter, donated to the field a Sperry revolving beacon with a steel tower, which is expected to be in operation within a short time.

Pending the proposed bond issue for the establishment of a complete modern airport, the Board of Estimate and Apportionment of St. Louis recommended to the Board of Aldermen that an additional 76 acres adjoining the field on the north be acquired at once; that another drainage system be put in with the temporary headquarters building and permanent flood lighting equipment. These immediate improvements will be made out of general revenue fund which will be reimbursed upon the passing of the bond issue.

Ohio National Guard:

The 112th Observation Squadron was mustered in on June 20, 1927, by Captain Roy D. Eardick, C.E., U.S. Army. First Lieut. C.E. Cummings, Air Corps, was detailed as Instructor. The squadron was equipped with four PT-1's and one O-2, and the necessary spare parts, tools, trucks, etc.

Until the regular hangars are built the City of Cleveland has allowed the Squadron to use No. 3 hangar of the Air Mail in the northeast corner of the City Airport. Though cramped for space the squadron is equipped to give efficient service and storage to visiting Army and National Guard ships. Mechanics are at the field at all hours.

During the week days the officers who are able to leave the cares and worries of business behind are putting in so many hours flying that they have worn out four or five motors and caused the Operations Officer no end of worry to make the gas and oil allowance last the year.

California National Guard:

The Third Annual Commemoration Meet in honor of the Round-the-World Flight was held at Clover Field, Santa Monica, Calif., under the auspices of the National Aeronautic Association. A crowd of approximately 100,000 interested spectators was on hand. A series of interesting aerial events were carried out without accident.

The Squadron has its own flying field at Griffith Park, Los Angeles, and is commanded by Major C C. Moseley, formerly of the Army Air Corps. Lieut. James B. Carroll, A.C. was recently detailed as Instructor. The squadron has 21 officers and 110 enlisted men, the equipment consisting of 4 Douglas O-2 planes and two PT-1's.

MARCH FIELD PERSONNEL PARTICIPATE IN AIR MEET AT SANTA MONICA

March Field, Riverside, Calif., recently sent two formations of PTs and one of DHs to Clover Field, Santa Monica, to participate in the Air Meet held there under the auspices of the Southern California Aeronautical Association, celebrating the third anniversary of the commencement of the Round-the-World Flight by the Army Air Corps. Rain and fog forced all the formations down when within a radius of 15 miles of their goal and also caused a postponement of the Air Meet which was carried out to a very successful conclusion on the following Sunday.

Pilots from Crissy Field also attended the Meet.

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PAN-AMERICAN FLYERS HONORED

High Government and Army Officials, diplomatic representatives of foreign countries, Members of Congress and other notables paid tribute on December 21st, to the group of Army Air Corps officers who, under the leadership of Major Herbert A. Dargue, made up America's Good Will Flight to Pan-American countries.

Exactly one year ago today, the "Good Will" mission, consisting of five Loening Amphibian observation planes and ten officers, took off from San Antonio on its journey of more than 20,000 miles.

In recognition of their courage and enterprise, Secretary of War, the Honorable Dwight F. Davis, awarded the Pan-American flyers the Makay Trophy for distinguished aviation attainment. At the same time, the flyers received the Distinguished Flying Cross, for which they were cited by President Coolidge upon their return last May.

Presentation of the trophy and the medals took place at a luncheon given by Assistant Secretary of War F. Trubee Davison at the Pan-American Union Building.

Those present included: The Ambassadors of Great Britain, Argentina, Peru, Mexico, Brazil, France and Chile. The Ministers of Uruguay, Colombia, Panama, Costa Rica, Honduras, Venezuela, Nicaragua and Salvador, also the Charge d'Affaires of Paraguay, Bolivia and Guatemala. Other countries to be represented are the Dominican Republic, the Netherlands and Ecuador.

Secretary of State, the Honorable Frank M. Kellogg; Assistant Secretary of War, Hanford MacNider; Assistant Secretary of State, Francis White; Assistant Secretary of Commerce, William P. MacCracken, Jr.; Assistant Secretary of Navy, Edward Warner; Major-General Charles P. Summerall, Chief of Staff; Major-General Mason M. Patrick, former Chief of Army Air Corps; Major-General James E. Fechet, Chief of Air Corps.

United States Senator Hiram Bingham, Representatives W. Frank James, Henry E. Barbour and Martin B. Madden; Porter Adams, President of the National Aeronautic Association; Grover Loening, builder of the Amphibian plane; Dr. Leo S. Rowe and Dr. E. Gil Borges, of the Pan-American Union.

The Army Air Corps officers, who, with Major Dargue, received the Distinguished Flying Cross for the Pan-American flight are; Captain Arthur B. McDaniel, Captain Ira C. Eaker and Lieutenants Ennis C. Whitehead, Charles McK. Robinson, Muir S. Fairchild, Bernard S. Thompson and Leonard D. Weddington. The widows of Captain Woolsey and Lieutenant Benton will receive the Distinguished Flying Crosses conferred upon them posthumously. These two officers were killed in a crash at Buenos Aires, Argentina.

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PAN-AMERICAN PLANE TO BE PLACED IN SMITHSONIAN INSTITUTE

The "San Francisco" - first airplane to make the complete circuit of the Western Hemisphere -- nosed its way into its last hangar at the Smithsonian Institute on December 19th.

Shorn of its wings, its motor silent, its speeding through space ended forever, the huge Amphibian Army Air Corps plane, which flew in the formation that carried the good will of this country to Latin-American Republics last winter, was rolled into the airplane exhibit of the institute where it has been reassembled to stand as another monument to American air attainment.

Surrounding it are other Army planes that have written history in the skies -- some of them over the battlefields of Europe, others in peacetime projects of great value to aviation progress. The group includes the first Army plane built by the Wrights in 1908; the T-2 that made the transcontinental non-stop flight; the "Chicago" of the 1924 Round-the-World flight and the 1925 Curtiss Army racer

The "San Francisco" was flown by Captain Ira C. Eaker and Lieutenant Muir S. Fairchild. It is the only plane which has flown in every country in the Western Hemisphere. This includes 21 Republics in Central and South America, the United States, the Dominion of Canada, and the insular possessions of England, France and the Netherlands. It has been flown approximately 400 hours and has journeyed about 40,000 miles.

Request to have the "San Francisco" placed in the Smithsonian Institution was made soon after completion of the Pan-American flight but authorization was deferred because War Department officials desired to get the full benefit of the entire life of the ship which has been exposed to exceptional hardships since it first took the air. For four months it never saw a hangar and ran the whole gamut of sun, sea, storms and snow. Its usefulness is now gone.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

First Lieut. James M. Gillespie, Brooks Field, and 1st Lieut. Jack C. Hodgson, Air Corps Training Center, Duncan Field, Texas, to Havana, Cuba for duty.

Captain Rosenham Beam, from March Field to Havana, Cuba, for duty.

Captain St. Clair Streett from Selfridge Field to Materiel Division, Wright Field, effective not later than March 1st.

1st Lieut. Harry A. Johnson from Wright Field to Selfridge Field, effective March 24th.

2nd Lieut. Harvey R. Ogden from Brooks Field to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Robert E. Selff from Wright Field to Office Chief of Air Corps.

Reserve Officers relieved from one year tour of active duty:

1st Lieut. Wm. Carlton Williams, Ft. Sam Houston, Texas.

2nd Lieut. Lewis Brewer, Brooks Field, Texas.

2nd Lieut. Leo Katzman, Selfridge Field, Mich.

Officers relieved from detail with Air Corps:

Major John F. Goodman to Infantry 2nd Div. Fort Sam Houston, Texas.

Captain Einar W. Chester to Infantry, 2nd Division, Ft. Sam Houston, Texas.

Captain Wm. A. Swift to Infantry, 2nd Division, Ft. Sam Houston, Texas.

Captain Robert L. Christian to Infantry, 2nd Div., Ft. Sam Houston, Texas.

2nd Lieut. Willard L. Wright to Field Art., 2nd Div., Ft. Sam Houston, Texas.

NOTES FROM AIR CORPS FIELDS

France Field, Panama Canal Zone.

November - the month of heavy rain - and full of inspections and holidays. Flying has suffered.

Lieut. Park took Sgts. Keever, Kirby, Baxter, Dorn, McKnight, Lucy and Bose to Anton for a hunting trip. He was accompanied by Lieut. Jones in a D.H. The enlisted men enjoyed their trip very much and were returned to France Field by Capt. Herold and Lieut. Stinson.

Lieuts. Wimsatt and King made a hurried trip to Anton, Nov. 15th in PW-9s.

France Field, Panama Canal Zone.

This station was very active during the past two months participating in its annual bombing and gunnery practice. It is hoped to publish in the next letter a good long list of experts.

A flight of PW-9s made a cross-country flight to Anton on Nov. 22nd. One pilot had a little difficulty in landing and succeeded in washing out one good PW-9. He was unhurt, however, so we must call it a good landing. Lieut. Parker flew mechanics in a transport plane to survey the wreck, being accompanied by the Photo Ship with Lieut. Douglas and Sgt. Meeks. On the following day Lieuts. Larson, Zane, Howard and Hutchins, with five mechanics, in three Martin Bombers went to Anton to bring back the remains of the PW-9 left there the day before.

Lieuts. Mayhue, Park and Bushey took a trip to Mandinga in Loening Amphibians. San Blas, another name for this place, is on the Atlantic Coast about 100 miles south of Colon.

Colonel Fisher, Capt. Skemp, Lieuts. Larson and Coffney, Sgt. Bose and Pvt. Halloran enjoyed a hunting trip in Anton, bringing back over fifty wild pigeons.

An expedition was organized by the 24th Pursuit Squadron to search for Xmas turkeys. Capt. Simonin, Lieuts. Parker, Merrick, Douglas, Williams, Percy and King journeyed to Gardien and found the necessary fowls.

Lieuts. Howard and Cronau, with Major Prescott, a member of the Panamanian Government, Sgt. Hanson and Sgt. Ruter as passengers, flew cross-country to David by way of Albrook Field and Lajas.

Three more Martins were flown cross-country to Aguadulce. Captain Connel, Lieuts. Larson, Martin, Carroll, Sgt. Gard and Corp. Galloway were the personnel on this flight.

Two of our bachelors recently returned from leave. Lieut. Lewis brought Mrs. Lewis back with him. We hope George McDonald has just as good luck on his next leave. As soon as Lieut. Lewis returned with a wife the Commanding Officer was besieged with requests for leaves. Four bachelors left on the last boat for the States, - Major Bock, Lieuts. Downey, Zane and Probst. There may be a shortage of married officers' quarters when they return.

A preliminary survey, leading up, we hope, to real work on the field at Albrook, has begun. If all goes well the field will be ready for occupancy in about a year.

A very interesting visitor on December 15th was Major Brainerd, Chief of Marine Aviation, who flew from the States to Managua, Nicaragua. He seemed well pleased with the work being carried on at France Field. The personnel of the field is always willing to have visitors and is well pleased to show them the work they are carrying on. Major Brainerd is a great booster for the tri-motored Fokker, and we are expecting to get great use out of ours when it arrives. If there was ever a place which needs transports of the most dependable kind it is here in this country of jungles and few landing fields.

Our Commanding Officer, being an old Cavalryman, has happy memories of practice marches, so is planning some for us during January and February. The plan is to have each squadron take the field for a week, operating from advanced air-dromes in the Republic. Rations, cooks, etc., and as much of the enlisted personnel as possible will accompany the squadrons, using the transport planes, and our boat, the "Pullen", which we borrowed from the Engineers. There is much enthusiasm over this coming trip - but principally among the male sex.

24th Pursuit Squadron: There are so many enlisted men of this squadron clamoring to go on cross-country flights to David and other places in the interior of Panama that it has become necessary to run a roster for them. We are able to accommodate five or six mechanics on some flights by taking the Douglas Transport along in convoy.

Although David is a very pretty village and the trip up there is very interesting and picturesque, that, however, is not the main attraction according to the subject of conversation on the return.

During the months of July, August, September and October the squadron has had on an average of over 200 flying hours. In that whole period only one airplane was out of commission. The organization has ten pilots and fifteen airplanes, all of which are PW-9s. We do not say that this record has not been beaten, but we do believe it speaks well for our mechanics, the PW-9 airplane and the Curtiss engine.

7th Observation Squadron: Our "Top Kick", Sgt. Jake Bloom, celebrated his birthday a few nights ago, and ever since he's been feeling bad. He won't tell us what is ailing him. Jake is a real "Old Timer" in Army life, and here's hoping he lives to see many more happy birthdays.

Sgt. Browns, the "Gandy Dancer" and "Speedy" Lee just returned from a furlough in the States. They both claimed they had a good time, but when the Transport docked they lost no time in going to Colon and celebrating their arrival.

Corporal Adams developed quite a taste for sentimental music, and may be seen most any night sitting on his bunk strumming the uke. He goes back to the States on furlough on the next boat. Can that be the reason or is there more to the subject we don't know.

Master Sgt. Fletcher is a temporary bachelor, Mrs. Fletcher having left on the last boat for a visit in California.

Sgt. Huston, Corporal Snowden, Corporal Hall and several others of the 7th Squadron leave for the States within the next two months for discharge. Staff Sgt. McGhee is Sgt. Huston's successor as flight chief of B flight.

Corporal Harry Nelson is now in charge of the post fire department.

Corporal Tupper expects his wife to arrive from the States on the next boat and has secured quarters in Colon.

Luke Field, T.H., Nov. 10th.

"SNAPPY STORIES" from Molokai by Lieut. R.H. Magee.

The 72nd Bombardment Squadron, otherwise known as the Eagles Brood, left Luke Field at 8:30 A.M., Monday, Oct. 10th for Hoolahau Field, Molokai, for the annual field service. The wives of the various officers kissed them goodbye with much misgiving. Lieut. MacDonald was furnished with a pair of Earuffs and a pair of Kilts by the local chapter of the Ancient Order of Hibernians and Lieut. Lotta Smith was invested with the Order of the Bath which, however, was dropped in mid-channel by Capt. L.L. Harvey.

After an uneventful trip the planes arrived at Molokai and were met by the local celebrities, including a Bery of lei girls. It was noticed that they seemed disappointed, and upon inquiry it developed that Lieut. Jimmy Hicks, the Alibi of Luke Field, and Lieut. Ferris, former model for Hart Schaffner & Marx, were expected for the week. Upon being consoled by Lieuts. Moor and Paul, they seemed not to miss the absentees, and after a hornpipe graciously rendered by Lieut. MacDonald, were actually seen to smile.

The first act of the Camp Commander, Capt. H.C. Drayton, was to name the Camp and Field in honor of Captain John W. Signer, A.C., former C.O. of the 72nd Squadron, who lost his life on Sept. 2, 1927, near Schofield Barracks, in an airplane crash.

After the Camp was established the personnel were given a short talk by Chaplain R.H. Magee and, due to the cosmopolitan camp followers, same was also rendered in Hawaiian, Japanese, Chinese, Tagalog and French.

Lieut. Dinty Moor, having been connected with the Aladdin Ready to Wear House Co., was placed in charge of building the camp. He displayed his usual ingenuity, had every thing ready in jig time and dinner was served at 2:00 P.M. consisting of Baked Ham, Mashed Potatoes, Creamed Corn, Hot Biscuits and Coffee.

The afternoon was spent in arranging camp under the Personal supervision of Capt. Pamsee Bill Drayton, the last of the Plainsmen. Chaplain Magee found an organ in the baggage of Capt. Pratt and requisitioned it for Sunday Services.

Lieuts. MacDonald and Paul sewed fish hooks in their pockets so they would not be tempted to go to the Metropole of Molokai and spend money. Lieut. Lotta Smith remarked that, in the wide and open spaces, he would try and think up some new alibis for the "Storm and Strife", as she was catching up on the golf alibi. Who could blame her, for even if the nineteenth hole was 5000 yards long it would not take until 2:00 A.M. to play it.

The first day rounded out with a beautiful tropical sunset, making Lieut. Dinty Moor homesick for Pittsburgh. In the Evening Doc. Pratt, "Shiek of the Gobi Desert" opened the Poker School, to the sorrow of several so called experts. At approximately 10:00 P.M. all was quiet for a few minutes until the most horrible collection of sounds imaginable came from the vicinity of the tent of Cpts Drayton and Pratt. Upon investigation it was found to emanate from a bovine Soprano and a Bass Burro singing a quartet with the doughty Captains, and, believe me, if it could be produced on a Victor Record it would make several fortunes.

On Tuesday afternoon Capt. Drayton and Lieut. Magee were taken on a personally conducted deer hunt. After a two-hour drive in a Ford, Capt. Drayton remarked, "Look at the cows". "Cows hell", said our guide, "Them's deer", and with that he jumped out, gave them a kick and away they went. The two nimrods immediately cracked down on them like true plainsmen but found they had neglected to load the guns. After running about a quarter of a mile the deer stopped and looked back with a rather hurt expression, as if the said nimrods were not playing the game fair; so they fired about twenty rounds a piece with total casualties of one domestic pig. Later on in the afternoon a large herd was spotted and Lieut. Magee aimed at the first deer and killed the ninth one so the hunt was a complete success.

Wednesday was spent on Operations and in the evening Lieut. Hibb Carr was presented with the degree of "M.T." by the University of Molokai, and same accepted with appropriate thanks.

Thursday morning Scotty MacDonald, having arisen late, found the eggs cold, so after much argument back and forth he stated, "Yes, I'm spoilt and my wife did it". About 10:30 A.M., the inspecting party, consisting of Col. Howard, Major Van Nostrand, Capt. McEntire, Lieuts. Cannon and McDaniel arrived, and we were able to entertain them with a venison dinner, although somebody made remark as to whose back yard we found the tame deer tied in.

Friday was a banner day for the camp as the Mascot (One Molokai Burro) adopted Scotty MacDonald as its master, thereby showing excellent judgment, as Scotty is well known for his winning ways with women, children and animals. He was heard to make the remark that at least an animal cannot bawl you out when you get in at 3:00 A.M.

On Saturday, Lieut. Paul's Scotch instinct came to the fore and he took his trusty gun and ambled forth to ruin a wild turkey. Mrs. Paul, having furnished wonderful doughnuts and cookies for the officers, said that she would like Turkey, so the hunt. After about six hours' walk Frank shot his turkey and remarked to Hibb Carr that it was the first bald-headed turkey he had ever seen. Hibb replied that he was probably married and Frank said if that's the case he's better off shot. Hibb replied better off half shot. After dragging the bird several miles a native wanted to know where they were taking the buzzard, so the wonderful bird was tossed to the hogs.

Saturday was spent in recreation, although Capt. Drayton and Lieuts. Moor and Carr flew to Maui for the week end.

Sunday Services were held over the Radio by Chaplain Magee, and while Lieut MacDonald dozed the collection was taken up. He spent the rest of the day trying to locate it.

Bright and early Monday morning camp was struck and all supplies loaded into the 23rd Squadron Bombers, which arrived at 7:00 A.M. Scotty bid a sad farewell to the mascot and we were off for Luke Field, beards, moustaches and all, and it can be said for one and all that the field service for the 72nd Squadron was a complete success and was made so by the hearty co-operation of all the Molokai people, especially Mr. Sam Wight of the Molokai ranch, Mr. Lloyd Arnold, Resident Manager of Libby McNeil & Libby and Mr. Roland Gay of the Hawaiian Commission.

72nd Bombardment Squadron, October 10th.: The following personnel of this squadron flew in 7 DH-4Ms to Homestead Field, Molokai for a week of field service, Cpts. H.C. Drayton, F.L. Pratt (Flight Surgeon), Lieuts. J.A. Smith, F.M. Paul, R.H. Magee, R.C. MacDonald, H.H. Carr, R.D. Moor, and six mechanics. Seven Martin Bombers made two trips to Molokai transporting twenty-four enlisted men, food and equipment. Camp was established on the landing field and a ground radio station was set up for communication with Luke Field. Electric lights were installed in the Commanding Officer's tent, each officer's tent, the recreation tent, Headquarters and Operations tent and the mess tent. Field telephones were installed at the guard outpost on the flying line, Headquarters tent and the Commanding Officer's tent. A radio broadcast receiver with a loud speaker was set

up and functioned excellently. The camp was named in honor of the late Capt. John W. Signer, A.C.

October 11th. Two flights of three planes each took off at 8:00 A.M., and simulated a bombing raid over Kahului, Maui, returning at 10:15 A.M. Radio communication was maintained with Luke Field. In the evening several coast stations were heard over the loud speaker.

October 12th. Two flights of three planes each took off at 7:55 A.M., and simulated a bombing raid over Honopu, Lanai, returning at 9:50 A.M. The two flights landed on the Lanai City Field and inspected it. Radio communication was maintained with Luke Field.

October 13th. One flight of five planes took off at 8:40 A.M., and simulated a bombing raid over Kalaupapa, Molokai, returning at 9:30 A.M. Capt. H.C. Drayton, took off at 8:45 A.M., and made a reconnaissance of the Island of Molokai, landing at 9:15 A.M. Colonel J.H. Howard, Department Air Officer, and Major P.E. Van Nostrand, Commanding Officer, Luke Field, arrived at 9:15 A.M., and inspected the camp. The inspecting party returned to Luke Field at 1:30 P.M.

October 14th. One flight of five planes took off at 8:00 A.M., and simulated a bombing raid over the Island of Kahoolawe, returning at 10:00 A.M.

October 15th. One flight of three planes flew to Maui landing at Kaheii.

October 16th. One flight of three planes returned from Maui at 8:45 A.M.

October 17th. Camp was broken at 5:30 A.M., and all equipment packed for loading on the bombers. Seven Martins made two trips transporting enlisted men and equipment back to Luke Field. Two flights of three DH-4M-1s each took off at 8:00 A.M., and landed at Luke Field at 9:10 A.M. One DH-4M-1 returned with the Martins on their second trip landing at Luke Field at 1:20 P.M.

4th Observation Squadron: This squadron is now in the throes of machine gun firing and bombing. Several very good ground target scores were turned in, those having over 400 being Lieuts. Givens, Ferris, Williamson and Richards. The Observers are having a harder time to find the elusive bull. A new method of approach is being tried out in which the ship flies a portion of the circumference of the circle of which the target is the center, crosses the 400 ft. when at the minimum distance from the target and thereafter remains behind that line. This approach permits an earlier sight on the target. In connection with the target season for forward and rear guns, eighty-five missions each were performed during the month.

The personnel of the squadron has been divided in squads for baseball, volleyball, swimming, basketball, track and boxing, each in charge of an officer.

72nd Bombardment Squadron: As this squadron is equipped with DHs, permission was requested and granted to fire the Pilots' Course "A". Two target work is now being conducted, while the 4th Obs. Squadron is using the ground targets. Squadron personnel was augmented by the return of Lieuts. J.J.O'Connor and F.S. Borum from leave in the States.

Lieut. R.C. MacDonald underwent an operation for intestinal trouble at Tripler General Hospital but is recovering very rapidly.

Thirty-two forward gun missions were performed during the month in addition to simulated bombing formations and other tactical maneuvers.

23rd Bombardment Squadron: Forty-eight bombing missions were performed during the month. A three-plane formation from this squadron was in the chain of formations which met the new Matson liner "Malolo", Nov. 17th.

Capt. L.L. Harvey, the C.O., is recovering from a bad case of infection on his hands. With his bandages he took on the appearance of an Egyptian Mummy.

Lieut. Jimmy Hicks has developed the Hicks Spotter for bombing. Two artillery B.C. telescopes are used at the ends of a baseline on shore and readings are taken on the splash of the bomb in the water, using the target as the zero point. Jimmy says its O.K. but Lieut. George Polk has to work out the results, and his remarks cannot be printed.

65th Service Squadron & the Repair Unit: The Repair Unit has at last started to function. They report 6 DH-4M-1s, 2 NBS-1s, 1 PW-9, 3 Liberty 12-As and 1 Curtiss D-12 as having been overhauled during the month. The Fokker C-2 is not ready for delivery, new landing gear with brakes, seats and everything.

A number of civilian employees for the Repair Unit arrived from Rockwell, Scott and Wright Fields.

Luke Field, T.H., December 1, 1927.

The Commanding Officer takes great delight in having fire drills in the war

small hours, to the great disgust of the dwellers on the field. The fire department, however, is now in its highest state of efficiency due to these methods of the C.O. and the instruction from the Fire Marshal, Lieut. Frank Paul.

Luke Field migrated to the B.O.C. at the Naval Air Station for the Army-Navy game returns, and a big time was had by all.

Officers Unit School is now in progress.

A Douglas Transport arrived on the MBIGS last week, and all of the kamaainas (old timers) are anxiously waiting to see what she looks like.

Major-General W.R. Smith, Department Commander, visited the field Nov. 29th for an informal inspection.

Scattered members of the Bear Hunters Association lend me you cars, especially one Chil Wheeler, a second Jawn McCulloch, a third Beach Boy Goldsborough, a fourth Jerry Etheridge - the Grand Potentate O'Connell and his right hand man Davidson have returned with the spoils from Alaska (two bear, two moose, one caribou and one wolverine). They announced immediately after their return that the Association would again gather in conclave after the completion of the Five Year Program, at Puniki, Halewila, Oahu.

An Inter-Squadron basketball league was started by the Post Athletic Officer Lieut. P.H. Prentiss, the standing to date being as follows: 23rd Bombardment Squadron, 100% with seven won; 4th Observation, .701 with five won and two lost; Staff, .333 with two won and four lost; 72nd Bombardment, .209 with two won and five lost and the 65th Service, .140 with one victory and six defeats. All games are played on a court laid out on the tennis courts. The concrete floor requires the use of knee pads, elbow pads and helmets. This league is expected to develop the material for the Luke Field team in the Honolulu Sector League scheduled to start December 15th.

Langley Field, Hampton, Va., November 29th.

19th Airship Company: Following the flight of the Airship TC-254 to Washington to participate in the funeral exercises of Captain H.C. Gray, a number of students from the Army Medical School were taken up as passengers. After landing them the return flight was made to Langley Field.

A photographic mission was flown to South Hill, Va., to locate possible landing fields in that vicinity and the Pee Dee River bridge.

The Airships TC-5-251 and TC-10-254 took part in the Armistice celebration over tidewater Virginia. The ships left at 9:20 A.M., circled over Norfolk, Portsmouth, Newport News, Hampton and Fort Eustis, and returned at 11:30 A.M. Lts. A.I. Puryear and W.J. Flood commanded the ships with crews of eight men each.

59th Service Squadron: Lieut. A.R. McConnell, Engineering Officer of this Squadron, does not often have news for this letter, due to the small organization and the few planes he has under his control, as this squadron has only two NBS-1s and one C-1 transport to care for. This week he sent us a news letter item which shows the care he takes and the interest he shows in his planes. In view of the contents of the letter, the pilot's name should be omitted, although it does not reflect on his ability but only on Lieut. McConnell's solicitude. He tells us that the transport sent on this trip was fully loaded, and then goes on to say:

"This is the second time we have let our transport go so far away from its home base, and we very much hope that it will come back in one piece." It did.

Second Bombardment Group: The Group was busy the past week completing record bombing, starting machine gun work and practicing for the Pee Dee River Bombing trip. The 20th Squadron completed its 5,000 ft. intermediate altitude bombing and started high altitude record bombing. Some very good scores were made so far, the record score being made by Lieut. Stowell, bomber, and Lieut. Lichtenberger, pilot, (797). This is several points above the high score made in the Bombing and Gunnery Matches held here last spring. All are much interested in getting final figures on the run, as it is likely that a number of officers will receive ratings as Expert Aerial Bombers, and it is hoped to better the high score made in the National Matches.

General News of the Field: On Nov. 15th Major Bagley, Engineers, with Lt. O'Neil as pilot, in an O-2, passed through here from Bolling to Pope Field to inspect the prospect for aerial mapping in vicinity of Fort Bragg, N.C. Major Bagley, connected with aerial photography and mapping for years, aided greatly in the development of the tri-lens camera now in general use for this purpose.

Major H.S. Burwell, Commanding Officer, Bolling Field, arrived here Nov. 15th, stayed overnight and returned the next day.

Major Davidson, Operations Officer, Mitchel Field, arrived here from Bolling on Nov. 15th on a short visit to friends here. Held up by bad weather for several days, he returned on the 19th.

On Nov. 16th and 17th two visits of inspection and instruction were made from Fort Monroe, the CA^C NCO School coming over the first day and officers from the Coast Artillery School the second day. They were shown thru the shops and hangars on the line, then thru the N.A.C.A. laboratories and the airship hangar. Lectures were given by officers and O.C.O.s at the different points of interest and questions answered by guides assigned to the party. All seemed considerably interested in the various activities and expressed appreciation for the information given.

Lieut. W.C. Morris just reported for duty from Dallas, Texas. He was assigned to Wing Headquarters and made Assistant Wing Operations Officer in place of 1st Lieut. E.S. Davis, who was transferred to the Air Corps Tactical School.

The writer noted some discussion in the News Letter of November 10th from the Kelly Field Correspondent which seems to indicate a spirit of rivalry (we shall say) between Maxwell Field Correspondent and him. As to the merits of the argument we have nothing to say, but it does seem that if a spirit of competition between the various correspondents was started the News Letter would become increasingly more interesting, so that shortly we could have one coming in every week. And if anything is started, Langley Field will do its part.

Ed. Note: Perhaps our Langley Field Correspondent is right. Get the chips ready, boys!

Langley Field, Hampton, Va., December 6th.

Second Bombardment Group: The 52th Service Squadron recently moved from its old barracks to the quarters formerly occupied by the 50th Observation Squadron. These barracks have been repaired throughout and are now in good condition and a new room has been added to the front of the mess hall. The men worked hard all morning and displayed very commendable spirit in their job.

Returning from a cross-country training mission recently, Lieut. H.C. Lichtenberger, 20th Squadron, flying an LB-5, had quite an experience while flying down the coast of New Jersey. Flying low to avoid strong head winds, he suddenly ran into a dense ground fog. Attempting a 180 degree turn, the plane passed over an inlet, and with no land showing Lieut. Lichtenberger became confused and for several minutes was flying over salt marsh and water. Finally, he took a compass course, headed due east, and in a short time picked up the beach line at which he landed. Walking up the beach a coast guard station was reached and it was ascertained that the locality was near Stone Harbor, N.J. Lieuts. Lichtenberger, Gillespie and Sgt. Tafel spent the night at the coast guard station and took off the next day for Langley Field.

The 20th Squadron continued record bombing all week when weather permitted, but so far no final scores were completed. Between other missions the teams assigned to the Pee Dee River bridge bombing trip continued their practice on the outline bridges on the bombing ranges, and according to records to date since the bridge is only 20 feet wide by 500 feet long, and the trajectories of the practice bomb very more than the demolition bomb, only about 10% direct hits are made which is considered very good.

Crissy Field, Presidio of San Francisco, Calif., November 26th.

Major Gerald C. Brant took over the command of Crissy Field, relieving Major Albert L. Sneed on November 10th. Major Brant called an officers' meeting, outlining his policies and expressing his pleasure in his new command.

Lieuts. Willis R. Taylor, Theodore J. Munchof, Wentworth Goss, Alfred W. Marriner, Theodore J. Koenig and Dean Farran left November 11th to participate in the military race at Clover Field in commemoration of the Round-the-World Flight. Due to inclement weather the races were postponed.

A letter was received from Daniel J. O'Brien, Chief of Police of San Francisco, thanking us for the plane escort for Captain Gleeson's funeral.

Lieut. Frederick E. Edwards ended his tour of active duty of two weeks at this station.

Permission was received from the War Department to attend the races at Clover Field, but orders were given that no planes would participate. Lieuts.

Frank H. Barber, Leo C. Allen and Arthur L. Smith left Nov. 18th to attend this event.

Lieut. Frank H. Barber gave a talk on Aviation and Transportation before the Oakland Traffic Club in compliance with our policy to promote aviation in general.

Major Gerald C. Brant and Captain Wm. C. Ocker left for Rockwell Field to ferry a new O-2 to that station.

Lieut. George A. Jones ferried General Middlestadt to the prison at Folsom to investigate the riot at that place.

March Field, Riverside, Calif., December 29th.

Under the able direction of 1st Lieuts. Earle H. Tonkin and Alfred Lindenburg, the field has taken great interest in the recreational and athletic activities. A new basketball court and dance floor was just completed in one of the hangars, and many good games with surrounding cities, followed by dances, are anticipated. Four first class moving pictures shows a week are offered at the Post Theatre, and a recent attendance of 412 speaks well for the quality of the pictures being shown. The post orchestra, made up from the enlisted musical talent of the field, renders their appreciated efforts during each performance.

In spite of the fact that practically all of the commissioned personnel live in Riverside, March Field has not been lacking in its social entertainments. Several delightful dances have been held in the Officers' Club on the Field, as well as at the Country Club at Riverside. The Ladies' Bridge Club is expected to hold their afternoon bridge meetings shortly after the first of the year.

On November 3rd the officers and their wives were guests of the Riverside Chamber of Commerce at a dinner and dance held at the Mission Inn. The opening address of welcome was given by Mr. Raymond Evans Best, Attorney-at-Law, in Riverside, and the acceptance for March Field was given by the Commanding Officer, Major M.F. Harmon. This social function did much towards promoting a friendly spirit and better understanding between the people of Riverside and the personnel of March Field.

Lieuts. Charles McK. Robinson and Leonard D. Weddington just returned from Washington, where they were awarded the Distinguished Flying Cross for their extraordinary achievements while participating as pilots in the Good Will Pan-American Flight.

San Antonio Air Depot, Duncan Field, Texas, December 3rd.

Captain Nobuichi Kusunoki, Assistant Military Attache of the Imperial Japanese Embassy at Washington, made an informal visit to this Depot Nov. 15th on a tour of visits to various military activities.

A recent addition to our official family is 1st Lieut. Alfred A. Kessler, Jr., who was transferred to this Depot from Brooks Field. He was assigned to duty as an Assistant Engineer Officer.

Lieut. R.V. Ignacio, Depot Supply Officer and 1st Lieut. A.W. Vanaman, Chief Engineer Officer, flew cross-country to Fort Crockett on Nov. 30th in connection with coordination of supply and engineering matters, returning by air on December 2nd.

Lieut. Thomas H. Chapman, Operations Officer, returned Nov. 30th from a leave of absence since Sept. 6th. He reports a very enjoyable vacation.

Major-General William C. Rivers, the Inspector General, on a tour of inspection of various military activities, visited the Depot, Dec. 2nd, accompanied by Brig.-General Frank P. Lahm, A.C. and officers of Hdqrs. 8th Corps Area.

First Lieut. Frederick V.H. Kimble and 2nd Lieuts. James H. Collins and John Q. Adams arrived here Dec. 3rd by rail from March Field, Calif., to secure and ferry back to that station three PT-1 planes.

Mr. George Williams, Electrician of our Engineering Department, was on temporary duty for two weeks at March Field, Calif., for the purpose of repairing orientators and instructing mechanics there in the maintenance of this equipment. Mr. Richard T. Harrison, of our Station Supply Department, was transferred on Nov. 9th from this Depot to Luke Field, Hawaii, for supply work.

A hunting party, consisting largely of the commissioned personnel of this Depot, recently returned from a trip to the mountains of Real County, Texas, reporting a nice kill and an excellent time.

Headquarters, San Antonio Air Depot, Duncan Field, Texas, Dec. 29th.

This Depot recently enjoyed a short visit from Colonel Hanford MacKinnon, Assistant Secretary of War, accompanied by Captain Robert G. Ervin, of his office as pilot, en route on a cross-country trip from Washington.

Lieut. Norman D. Brophy, Adjutant, returned to duty from the Station Hospital at Fort Sam Houston, having undergone an operation for appendicitis.

Lieut. W. J. McKiernan arrived here Dec. 25th from Langley Field to secure and ferry back a CO-4, leaving here Dec. 29th on his return trip.

The Engineering Department of this Depot overhauled and repaired the following airplanes and engines during the month of November: Airplanes, 6 DH-4M-2, 2 DH-4M-2, 2 DH-4M-1, 15 PT-1s, 1 AT-4, 2 O2s, 2 O2-Cs, 1 C-1-C, 1 O2-M4, 1 NS-4, total 33. Engines - 38 Liberty, 42 Wright E, total 80.

Advantage is being taken to the fullest extent possible by many hunting parties here of the glorious weather we are having this season and the generous game prospects in the way of deer, turkey, quail, etc. A hunting party composed of some of our officers and others, headed by Colonel Mars, recently returned from a short trip in the mountains of Real County with a fine bag of game and reports of an excellent time had by all. On this trip some of the officers demonstrated beyond a doubt their navigating ability, each thoroughly orienting himself before leaving camp so as to be assured of returning on scheduled time.

The Duncan Field Civilian Club was recently reorganized on a more efficient basis. An able corps of officers of the Club was elected, with C.O. Wetherell as President and E.W. Hailey as Secretary-Treasurer. The club is organized for social and welfare purposes and the furtherance of morale in general among the employees of this Depot. New plans are being made, and everything seems to be "all set" for enjoyable and beneficial activity in this connection.

Fort Crockett, Galveston, Texas, Nov. 21st.

During the past 14 days ground training of the Third Attack Group consisted of military drill on Wednesday mornings for all men. On Monday, Tuesday, Thursday and Friday of each week (holidays excepted) classes were held in Operations, Administration, Engineering, Armament, Radio and Airplane Mechanics for all enlisted men.

Ground training of commissioned personnel during the first week of the month consisted of lectures by Lieut. Robbins on Aerial Gunnery. The second week was devoted to lectures by Lieut. McGinley on the use and care of parachutes. The following week's schedule consisted of Astronomical Navigation, Dead Reckoning and Pilotage, classes conducted by Lieut. H.W. Anderson.

Aerial training for the past 15 days consisted of Individual Synchronized Machine Gun Training, Spot Landing Training and Individual Dummy Bombing.

Cross-country flights by personnel of this field were made as follows:

Lieut. H.W. Pennington to Memphis, Tenn., returning with 2nd Lieut. G.H. MacNair as passenger; 2nd Lieut. H.M. Newstrom with 2nd Lieut. A.L. Bump, Jr. to Duncan Field, via Fort Sam Houston, for the purpose of transporting military supplies and personnel; 2nd Lieut. E.C. Robbins with Tech. Sgt. Crawley to Kelly Field; 2nd Lieut. D.W. Benner with Staff Sgt. Clinger, 2nd Lieut. W.W. Gross with Staff Sgt. Johnson, 2nd Lieut. H.W. Pennington with Sgt. Lipp; Lieut. Robert D. Johnson with Lieut. A.E. Cabana, all to Kelly Field, Texas; 2nd Lieut. R.H. Gilley with Sgt. Bihmi, and 2nd Lieut. A.M. Kelly with Corporal Pouncy to College Station, Texas; 2nd Lieut. H.M. Turner with Capt. Stout, MC. to Memphis, Tenn.; 2nd Lieut. G.H. MacNair with Staff Sgt. Hightower to Kelly Field via Duncan Field; 2nd Lieut. I.M. Palmer with Pvt. Sallardelle to New Orleans, La.; 2nd Lieut. B.R. Harris, Jr. with 2nd Lieut. R. Heber to Brooks Field, Texas; 2nd Lieut. G.C. McGinley with Major Frank D. Lackland to Tallulah, La., via Monroe and Shreveport; 1st Lieut. C.R. McIver with Staff Sgt. Braxton to Boston, Mass.; 2nd Lieut. K.W. Boyd with Capt. C.E. Brenn to Pensacola, Fla.

Major Frank D. Lackland, Post and Group Commander, accompanied by Lieut. George C. McGinley, returned from a trip extending from Dayton to Rantoul conferences thru Washington, D.C., New York and Buffalo, in connection with the new A-3 Attack airplane.

Major Lackland, accompanied by Lieut. McGinley, visited Shreveport and Monroe, La., via air, at the request of civil organizations of those cities, in the interest of aviation activities. Major Lackland found the civic organizations on their toes, enthusiastic in making great strides in the development of municipal

cial aviation facilities.

Captain Roy A. Stout, Dental Corps, on temporary duty here from Fort Sam Houston, Texas, left for Detroit on detached service to attend the annual American Dental Association Convention.

Lieut. Waldine W. Messmore reported for duty and was assigned to the 8th Attack Squadron. With his wife and two children Lt. Messmore has taken quarters in the City.

Lieut. L.W. Desrosiers, a graduate of the last class at the Air Corps Advanced Flying School, reported for duty and was assigned to the 60th Service Sqdn.

2nd Lieut. Herbert W. Anderson, A.C. (C.A.C.) was transferred to the Air Corps.

Major Frederick L. Martin, Chief of the Inspection Division, accompanied by Major Fitzgerald, recently visited the post in connection with the establishment of the Maintenance and Inspection System.

Brig.-General Frank P. Lahm, Commanding the Air Corps Training Center, visited Fort Crockett by air to inspect the Gunnery Stage of the A.C.A.F.S. Gen. Lahm was entertained at luncheon by the officers of the Air Corps Club.

Lieut. Raymond C. Zettel and Mr. Frank Paulus of the Armament Section, Materiel Division, arrived at Fort Crockett by air from Wright Field for several days' experimental work with the Third Attack group pilots in connection with experimental gun mounts and accessories which are conducted with a Thomas Morse A-6 airplane.

On November 5th the Fort Crockett 1927 Baseball Trophy was at the post paraded and review presented to the 90th Attack Squadron, commanded by Lieut. E.H. Wood. This Squadron won 11 out of the season's 12 games.

Fort Crockett is going in strong for soccer, a post team having been formed from the choice of organization players.

A Post Basketball squad, called "The Flyers", was organized and is now playing on open schedule. Under the supervision and management of Lieut. Howard M. Turner, Athletic Officer, the team has been cleaning up everything in its path.

The opening of the post bowling alleys by Lieut. Wm.R. Sweeley, Post Exchange Officer, was attended with remarkable results. Two afternoons a week are set aside for officers and two evenings for officers and ladies. The alleys are operating to capacity during all open hours. A prize of \$1.00 is given each week for the week's highest score, which is now held by 1st Sgt. Ernest Baldridge of the 90th Squadron.

The Service Club was completely remodeled by Chaplain Longbrake and with newly acquired equipment is fast resembling a combination of theatre and summer garden. Chaplain George R. Longbrake has extensive plans for holiday programs, particularly for the children of the station.

Brooks Field, San Antonio, Texas, December 6th.

On the afternoon of December 2nd, on the parade ground in review before the Commandant, the class of July 1st extended formal "Recognition" to the class of November 1st Cadets. In celebration of that important event, the Cadet Corps at Brooks Field sponsored a dance at the San Antonio Country Club the same evening, and the new class was made to feel thoroughly at home in its new environment.

The officers and ladies of Brooks Field entertained the new class of student officers beginning training on November 1st at a dance given at the Officers' Club on the evening of December 2nd. All officers and their guests from the 8th Corps and Kelly Field were invited and the evening was thoroughly enjoyed by all.

Major Fitzgerald, Commanding Officer, returned Nov. 22nd from Galveston, where he had flown in a P-1-B.

There were approximately 20 ships from Brooks Field on cross-country over the Thanksgiving holidays. They were scattered to all parts of Texas in search of the elusive deer, turkey and other game.

2nd Lieut. Leonard H. Rodieck, stationed at Kelly Field, reported for duty at this station on Nov. 25th.

Captain Louis R. Knight, who recently returned from service in the Philippines, reported for duty here and was assigned as Director of Ground Instruction.

Corporal Robert C. New, 62nd Service Squadron, was detailed to take a course of instruction at the Wright Aeronautical Corporation plant at Paterson,

N.J., on J-5 Whirlwind engines for a period of 31 days. After returning to this station it is proposed to have Corporal New instruct other personnel in the care and maintenance of this type of engine. It is understood that one man from each Air Corps Station is to be detailed to take a similar course.

Brooks Field, San Antonio, Texas, December 16th.

Major FitzGerald recently left on a five-day hunting trip to Leaky, Texas. He reported game plentiful and a successful hunt.

Lieut. Leo F. Gohlback left the field for a month's leave on the Pacific Coast, after which he is to report for duty at Selfridge Field, Mich.

All enlisted personnel of the field pooled their interests for a dance given on the evening of December 26th in the balloon hangar at this field.

Air Office, Hdqrs. Philippine Dept., Oct. 31, 1927.

Major W.B. Duty, Department Air Officer, and Mrs. Duty just returned from China where they spent a month visiting in Peking, Tientsen, Shanghai and Hong Kong.

Lieut. A.S. Albro, Assistant Air Officer, and Mrs. Albro spent 10 days in Baguio. Prior to returning to the United States they plan a month's visit in China and Japan.

Philippine Air Depot: Lieut. and Mrs. Martenstein and Lieut. and Mrs. Bivins returned from a visit to China and Japan. Mrs. Whitesides, wife of Captain J.G. Whitesides, also returned from a visit of these two countries. The Chinese and Japanese dealers are much better off financially after having had a visit from these good people.

Our Commanding Officer, Capt. J.G. Whitesides, is on detached service making a first hand study of the Philippines.

The Engineering Department is working to capacity and the place is beginning to look like a real repair depot.

Camp Nichols, Rizal, P.I.

66th Service Squadron: 1st Lieut. Donald L. Bruner, Adjutant and Supply Officer, has been sick in Sternberg General Hospital, Manila, for the past three weeks.

In connection with anti-aircraft missions with the Coast Artillery, Capt. George L. Usher, Squadron Commander, was very active in participating therein.

Sgt. L. Oliver was discharged for the convenience of the government to accept a commission as third lieutenant in the Philippine Constabulary. We all wish him lots of luck and success.

Headquarters, Fourth Composite Group: Captain William D. Wheeler, assumed command of the Organization, Sept. 26th, relieving 1st Lieut. Corley P. McDermott, who at present is the Post Adjutant during the temporary absence on leave of 1st Lieut. David G. Lingle.

Private Harry Atkinson likes the Islands so well that he has made application for extension of his tour of Foreign Service.

Baseball season started off this month with 100% enthusiasm.

Twenty-eight Bombardment Squadron: First Lieuts. Paul E. Burrows, Charles B. DeShields, Lawrence J. Carr, Hez McClellan and James W. Woodruff are enjoying detached service in the southern islands or leaves of absence in China. Their absence reduced the number of officers assigned to six, one of whom is sick in quarters and another on special duty at Fort Mills, Corregidor Island.

All members of the organization who participated in the painting, and construction of concrete walks about the barracks were granted a holiday on Oct. 21st. An enjoyable day was spent by all, the place chosen for the blow-out being Los Banos, a few miles north of the Post.

Flight "B", 2nd Observation Squadron: During the month, Flight "B" has had many changes in her personnel, especially among the enlisted men.

Corporal Groan, Air Mechanic, 1st Cl. was appointed Sergeant, Air Mechanic 2nd Cl.; Pvt. 1st Cl. Haupt was appointed Corporal, Air Mechanic 1st Cl. Numerous promotions from private to private, first class, also took place, and, with

the exception of only two men, all have a rating of some kind.

Captain Donald Wilson, recently of the Office of the Chief of Air Corps, temporarily assumed command of Flight "B", vice Capt. D.B. Howard, who assumed temporary command of the Post during the absence on leave of Major C.W. Howard.

The appearance of Flight "B" barracks was considerably improved by a new coat of paint - a beautiful shade of green with the windows trimmed in white.

Clark Field, Pampanga, P.I.

Third Pursuit Squadron: Lieut. P.W. Wolf, Lieut. and Mrs. K.B. Wolfe and Mrs. McMullen returned from a month and a half trip through China and Japan. All reported a most enjoyable trip and came back with many purchases.

Almost coinciding with the return of these members of the Field, two other officers left, Lieut. Heffley on the 18th on one of the German line boats for China and Japan and Lieut. Schulgen on the 23rd for China, Indo-China and Siam on the Naval Destroyer "MacLeish". Lieut. Bobzien also expected to go on the Navy trip, but after getting as far as Shanghai, due to an unexpected delay of the boats and the indefiniteness of the trip in general, he decided to return and came back commercially the latter part of the month. Practically all the officers and wives on the Field have been to both China and Japan by now and will soon be thinking of returning home, as the next eight months will see an almost complete turnover in commissioned personnel.

The Sixtieth Coast Artillery (AA) arrived at Camp Stotsenburg for its annual preliminary and record firing. This includes firing by machine guns and 3" guns on sleeve targets and also search-light practice. The schedule will cover about 75 hours of day and night flying.

The past Saturday and Sunday was a Cavalry week-end, the 26th Cavalry giving the first of a series of week-end entertainments for the other members of the Camp. Among the entertainments were a cavalry review, polo game, dance, tea dance, and golf tournament, the golf tournament being between the 25 leading Caloocan players, a civilian country club of Manila, and the officers of Camp Stotsenburg. Among the 25 Stotsenburg players were seven officers from Clark Field.

The Stotsenburg team won the tournament.

General Holbrook, the Commanding General of Camp Stotsenburg, accompanied by Lieut. McMullen, Major Walton and Lieut. Mills, made two very interesting and extensive flights during the past month. On the first flight of 3 hours 15 minutes the area in vicinity of Manila Bay and as far north as Caranglan was covered. On the second flight of 3 hours, 35 minutes the west coast of Luzon from Lingayen Gulf to Subic Bay was covered. General Holbrook was able to get an excellent idea of the country flown over and recalled several routes which he had covered on the ground during his previous service in the Philippines.

Kindley Field, Fort Mills, P.I.

Second Observation Squadron: Kindley Field and the Second Observation Squadron passed a very creditable inspection before the Inspector General, Philippine Department, on Sept. 28th. Excellent appearance and discipline of personnel, condition of materiel, the general appearance of the post and the high morale of the command came in for special mention in his official report.

Three of our officers are on leave this month enjoying a respite from the past year's close application to their manifold duties. Lieut. Mollison is spending thirty days on a jaunt through China. Lieut. and Mrs. Hodges are making the best of forty days' leave feasting their eyes on the strange sights and customs of China and Japan, while Lieut. Patrick left here on the 23rd with an armful of guns and the avowed intention of making the tigers of Siam either hunt cover or submit to the sole alternative of adorning his den.

The foreign service tour of the Harbor Defense Commander, Brigadier-General Frank M. Caldwell, U.S.A. expires with the sailing of the December transport and as a memento of his many flying hours with the Second Observation Squadron, the officers of Kindley Field are presenting him with a highly polished hub of a Douglas World Cruiser propeller bearing an appropriately engraved metal plate. General Caldwell has always displayed much interest in flying, seldom failing to grasp an opportunity for a hop, and it is the hope of the command that if, in later days, this souvenir revives pleasant memories of flights at Kindley Field, he will know that these flights were equally enjoyable to the pilots with

the General as a passenger.

Two Navy Douglas's from the U.S.S. "Jason", paid us a fleeting visit on the 13th and, shortly after their arrival, were joined by a Vought Corsair, from the U.S.S. "Richmond".

"Wot a roller!" "What does the barometer say?" "Oh, Lawdy, what's happenin' to the ramp?" "Hear that wind howl." "What! Another typhoon signal up?" "Look at 'er rain." "Wonder if the roof 'll stay on?" "Break out the candles - the power line's down!"

Such was the type of indoor sport which replaced all flying and outdoor activities from the 4th to the 11th.

Chief among the recent construction projects of the Field was the pet ramp for the launching and landing of the Amphibian planes on their own wheels, and it worked beautifully, the ducks humming their way up the incline from the water to the patio only turning up about 850 R.P.M., until the typhoon kicked the ocean in the pants or somewhere in the mid-riffs, and it, in turn, took its revenge on the ramp by carrying away some twenty-five yards off its site and sinking it. However, as all things must end, so ended the stormy season.

The ramp is back in its place and the Amphibians have since added an approximate aggregate of thirty-five hours to their flying time. Preparations are well under way for the annual aerial gunnery and bombing practice, the Army and Navy maneuvers and, in general, the usual busy season following upon the summer's wind and rain.

Captain Lawrence P. Hickey of Camp Nichols, arrived on the 24th for a week of temporary duty in connection with inspection of airplane radio installations. During his stay, Captain Hickey was the house guest of Lieut. Meloy.

Week-end guests during the month included Mrs. C.W. Howard, Captain and Mrs. Dudley B. Howard, Lieut. and Mrs. B.E. Gates and Lieut., Goodrich; Lieut. and Mrs. Hex McClellan, of Camp Nichols and Commander and Mrs. Cooke, of the Navy.

As was expected, Kindley Field kept a clean slate in basketball and emerged as Champions of the Detachment League with eight wins and no losses.

The baseball season is on and Kindley Field is getting together a team that will meet and beat any of them. The boys are practicing hard and Lieut. Meloy is fighting for a good share in the use of the Coast Artillery diamond at Top-Side. Lieut. Meloy is very enthusiastic about the team and its prospects, which enthusiasm together with his no mean playing ability, injects the much needed spirit of the thing into the game. That Lieut. Meloy's aggregation will wallop the ball into another championship there is little room for doubt.

Rockwell Air Depot, Coronado, Calif., December 5th.

A concerted effort is being made to beautify the grounds of the Depot. An interest has been created and employees are bringing many choice slips and cuttings which are being planted. The Naval Air Station was also very generous in supplying numerous plants and cuttings. The Superintendent of Balboa Park and the Park Commission of the City of Coronado are cooperating, and in the course of a few weeks it is hoped that Rockwell Field will present an appearance of which we may all be proud.

Within a very short time a new gasoline truck will be in operation on the line. The tank is now being mounted on a P. W. D. chassis, and airplanes will be serviced with gasoline, oil and water by pressure, which will be a decided improvement.

A comfort station is being constructed as an addition to the Operations Office.

Major H.B. Clagett, with four passengers, arrived from Crissy Field on Nov. 22nd in a Douglas Transport via Visalia, and departed the following morning via Clover Field and Visalia.

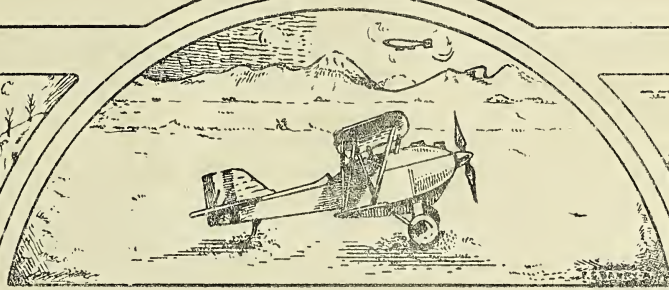
Major G.C. Brant and Captain W.C. Ocker arrived Nov. 22nd in a Douglas O2-C plane from Crissy Field via Clover Field. Major Brant returned the following afternoon to Clover Field, while Captain Ocker remained until November 25th, when he returned to Crissy Field via March Field.

Rockwell Air Depot, Coronado, Calif., December 17th.

While there has been the usual amount of flying between this Depot, March and Clover Fields, nothing unusual has transpired; no celebrities visited the

Depot and things are running along quietly, with a large amount of repair work ahead in the shops.

The interior of the Operations Office has been redecorated and the desks have been scraped and varnished. Shrubs and plants have been set out around the Operations building and everything in general "on the line" has an improved appearance. A rest room has been constructed adjoining the Operations Office. Department heads, Superintendents and Foremen have cooperated in the improvement program, and the immediate vicinity of each department has taken on a brighter appearance. Several hundred shrubs and trees have been secured from the Naval Air Station through the courtesy of the Commanding Officer thereof. An endeavor is being made to institute a program of improvement which will be in keeping with the permanent establishment contemplated by the Air Corps Five Year Expansion Program.



Air Corps News == == Letter



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Information Division
Air Corps

January 27, 1928

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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CAPTAIN GRAY'S LAST FLIGHT

In his free balloon altitude flight of November 4, 1927, Captain Hawthorne C. Gray, Army Air Corps, exactly duplicated the altitude record of 42,470 feet which he established six months prior to that time - May 4, 1927. Captain Gray's record exceeded by 7,034 feet the former world's altitude record for free balloons of 35,433 feet, made by the German aeronauts Suring and Berson on June 30, 1901, and it bettered to the extent of 13,960 feet the American record for a free balloon ascension (28,510 feet) which he established in March, 1927. It also eclipsed by 3,996 feet the world's altitude record for airplanes (38,474 feet) established last July by Lieut. Carleton C. Champion, U.S. Navy.

Captain Gray's flight was not made with the intention of breaking any records but for the purpose of studying atmospheric conditions at high altitudes; to ascertain, if possible, the effects of rarefied atmosphere on the human body, and what temperatures would be encountered. Furthermore, he desired to secure data on the wind directions between the lower and higher stratas and on other upper air problems which could be guessed at by science and calculated from instruments tied to small captive balloons, but which would not prove as satisfactory as when actually encountered, experienced and recorded by a human being. Unfortunately, Captain Gray's last flight resulted in his death, and his personal experiences are lost to the world, except for the few notes which he made in his log while ascending.

Following the discovery of Captain Gray's inert body in his balloon in the mountains in the vicinity of Sparta, Tenn., a board of officers, experts, met and delved into all the facts incident to the ascent of the balloon, the descent, and his death. The board consisted of Captain Harrison H. Fisher, Medical Corps, Flight Surgeon at Scott Field, Belleville, Ill.; Captain John C. Bryan, and 1st Lieut. Elmer J. Bowling, Air Corps, all of Scott Field, Captain Gray's station, and from which he had made all of his ascents to maximum altitudes.

After a careful examination of all the evidence, and weighing same against their own knowledge and experience, the Board came to the conclusion that Captain Gray, who began his flight at 2:33 p.m., November 4th, attained his maximum altitude of 42,470 feet at 4:20 p.m.; valved his balloon to commence his descent at 4:21 p.m.; valved it again at 4:23 p.m., while at an altitude of 39,000 feet, to increase his rate of descent, and died in the interval of time it took the balloon to reach the level of 29,000 feet. This last conclusion the Board deduced from the fact that Captain Gray's supply of oxygen was exhausted at 4:38 p.m., since the exact amount of oxygen he carried with him on the flight was known, and the time he started to use it was also known. The rate at which he consumed his oxygen supply was very carefully calculated and tested before he started his trip skyward.

In order to trace the flight from start to finish, there are many things to consider. First of all, Captain Gray had made several previous altitude flights. In March he established a new American free balloon altitude record. In May, when he ascended to a height which was never before attained by man,

he would have been credited with a world's record had it not been for the fact that he, very sensibly, valued his life more than the glamour surrounding an outstanding aeronautical record. When he valued his balloon at the peak of its climb, its downward journey was so rapid that Captain Gray, having cast overboard all available ballast in a vain attempt to check this headlong descent, found that it was suicidal to remain a passenger in the balloon basket and, accordingly, at 9,000 feet he jumped with his parachute and reached the ground safely. In doing so, he forfeited his right to receive official credit for the record from the Federation Aeronautique Internationale, the world's aeronautic governing body whose final approval is necessary to confirm any record which is made. The rule which deprived Captain Gray of his record prescribes that the balloonist must begin his craft from the beginning of the flight until its return to earth.

Captain Gray took many things along with him on his flight, all of them necessary to his purpose. His flying equipment consisted of a seat pack parachute, as adopted for use by Army aviators; a fur-lined suit; fur-lined moccasins and gloves; and a fur-lined helmet which covered his head, face and shoulders. His goggles were ingeniously fitted with an electric heater to warm them and melt off the frost which it was known would constantly form when zero temperature was reached.

Extraordinary precautions were taken in connection with the oxygen apparatus carried on the flight. Without oxygen a person cannot live in rarified atmosphere. As one ascends to higher altitudes the air becomes increasingly rarified and the oxygen in the air correspondingly decreases, rendering it difficult to breathe. Coincident with the decrease in the supply of life-giving oxygen, a person's actions change, insidiously but nevertheless surely, until death results. A person's life depends not only on the quantity of the oxygen he breathes but also on the pressure of the atmosphere. Here another difficulty arises, and we are confronted with the question as to the absolute limit of altitude man may go when subjected to a lesser degree of atmospheric pressure than that to which he is accustomed. Dr. L.H. Bauer, in his book entitled "Aviation Medicine", says that somewhere between 40,000 and 45,000 feet is undoubtedly the absolute limit for man even when supplied with pure oxygen, for at a pressure of atmosphere below that point the oxygen pressure in the lungs will be too low to sustain life.

As a result of Captain Gray's past experience and the difficulties he encountered on previous flights, every precaution possible was taken to prevent accident. Every piece of equipment was selected, tested and re-tested to insure against failure at a crucial moment. Prior to the flight numerous tests were conducted on animals and insects to determine the point at which life could not exist due to lack of atmospheric pressure. It was found that when breathing rarified air, animals became unconscious at altitudes between 25,000 and 28,000 feet. When breathing pure oxygen all animals tested became unconscious with a vacuum of 26.4 inches of mercury, which corresponds to an altitude of 49,000 feet, according to the calculations of the Federation Aeronautique Internationale. When the pressure was raised to 25.5 inches of mercury vacuum, or an altitude of about 43,000 feet, they regained consciousness. They appeared to be normal on the descent up to 25 inches, or 47,000 feet.

A rat was given a test flight that followed Captain Gray's pressure curve as closely as possible. Temperature was disregarded and pure oxygen was fed into the bell jar until an altitude of 38,000 feet was reached on the descent. At this point the oxygen was cut off and air was fed into the bell jar from that altitude to the ground. The rat became unconscious at about 37,000 feet and soon stopped breathing entirely. It was impossible to revive it by artificial respiration with more oxygen.

Low pressure tests were conducted with several animals, birds and insects. All of them passed out at varying simulated altitudes, but regained consciousness with apparently no ill after effects, when the atmospheric pressure was restored to normalcy.

The weight of equipment carried on a free balloon flight is a very important consideration, and in order to assure himself of a fool proof oxygen supply and at the same time keep the weight of his equipment down to a minimum, Captain Gray took with him three oxygen cylinders or tanks, each having a volume of 200 cubic feet. Each tank was equipped with a regulator, and an orifice placed on the low pressure side to furnish a back pressure so that for any given low pressure gauge reading the flow of oxygen could be determined. By experiments in a low pressure chamber, an orifice of .027 inches in diameter was found to give a pressure reading in pounds on the low pressure dial that would correspond to thousands of feet in altitude. By careful calculation it was found that when reaching the altitude of 30,000 feet enough oxygen would be fed him to reach 40,000 feet, and above that a very slight increase, or to a reading of 432, would be all that was necessary.

To determine how long his oxygen supply would last, Captain Gray carefully measured the amount of air by volume that he breathed and used this to compute his time allowed for the flight. Another ingenious arrangement was here brought into use. Two tubes were run from each regulator to a header and from there into a mixing and heating can. This mixing can was used for the purpose of blending the outer air with the oxygen so that at various altitudes the proper amount of oxygen would unite with the proper amount of outside air. The air, of course, would be cold - very cold - so a heater was made in order to keep it at the proper temperature. The air and oxygen mixed in this can was heated to a proper temperature by a battery. At low altitudes, where very little oxygen was being used, a check valve in this can lifted appreciably, allowing a large quantity of air to enter. At high altitudes, with a large flow of oxygen and a correspondingly low pressure of outer air, the check valve only lifted slightly, allowing practically pure oxygen to flow to his mask.

In case the pilot should faint, the check valve would be closed and thus pure oxygen would flow to the mask and tend not only to revive him but to save his life. On his mask, over his mouth, there was, of course, the end of the tube which was connected to the mixing valve. A little flutter valve was placed there, protected by a felt guard, which prevented the freezing of the moisture from his breath, allowing the flutter valve to stay open.

Of considerable interest in connection with oxygen supply, the most important from a life-giving standpoint of all equipment in high altitude flying, are the peculiar effects low air pressure or, in other words, high altitudes exert on the human body. These effects may come very slowly and then act with incredible suddenness. When one is not equipped with oxygen apparatus and ascends to low pressures, the effect is more rapid, as was demonstrated in the free balloon flight of Gleishor and his assistant in the year 1862. Gleishor first noticed that at about 26,000 feet he could not read his instruments properly. Shortly thereafter his legs became paralyzed and then his arms, though he could still move his head. Then his sight failed entirely and afterwards his hearing, and he became unconscious. His companion, finding that his arms were paralyzed, hit upon the happy idea of pulling the rope of the valve to the balloon with his teeth, permitting gas to escape and the balloon to descend. Gleishor, in recovering consciousness, was first able to hear his companion and then to see him, after which he recovered quickly.

Fully realizing the extraordinary exertion of will necessary to accomplish in rarefied atmosphere the most simple physical actions, Captain Gray provided his oxygen tanks with over-large valves which required very little force to operate. Two of the three tanks, all of which were equipped with parachutes, were mounted outside of the basket so that they could be released as ballast when empty. The third oxygen tank was mounted inside the basket.

Special care was exercised in connection with the sand bags in the balloon which are used as ballast. These are utilized to release weight in order that the balloon may ascend. The sand is released from time to time to prevent the rate of ascent of the balloon from being too slow. Should the ascent become too rapid, in which case there would be danger of the gas in the balloon expanding too quickly thus tending to rupture the bag, the amount of sand released is curtailed. Ordinarily, this sand is carried in bags tied to the rim of the basket, and it is released by lifting the bag, opening it, turning it upside down and pouring it out as required. The physical exertion which this requires was more than Captain Gray believed he could cope with and, therefore, he tied the bags to the basket by their closed ends, leaving the open ends pointing downward, folded up and safetied with pins running through holding eyelets. A cord and ring were attached to these pins, so that by lifting his arm and grasping the cord he could pull the pins from the eyelets and cause the ends to fly down, opening the bag and permitting the sand to escape.

On his previous flight, the appendix rope in Captain Gray's basket was tangled or tied to the concentration ring. This meant that when he found himself dropping too fast on the descent the only way he could check the balloon was to pull the appendix rope and use the balloon itself as a parachute when it ripped open. The balloon, however, failed to function in the manner expected, and he was forced to jump with his parachute. To prevent a recurrence of such a situation, the appendix rope was removed and a rope was run from the appendix ring over a pulley which was mounted on the valve and down to the basket. In case of failure of the balloon to parachute, it could be made to do so by pulling the appendix up to the valve by means of a windlass which was designed to have a mechanical advantage of three to one and which was mounted in the basket, so that very little strength would be required to valve the balloon after reaching its ceiling.

Recording instruments, consisting of one J.P.Friez thermograph and two J.P.Friez dual traverse barographs, sealed, with their levers wired on the "on" position, were taken along for the purpose of making correct records of temperature and altitude. Prior to the installation of these instruments they were taken to a jeweler, and all oil and grease carefully removed, leaving the parts all dry and clean to prevent error or stoppage due to freezing or congealing of grease at the extremely low temperatures.

A clock was taken along, but it had not been cleaned of oil prior to the flight and it stopped at 3:17 p.m., due, no doubt, to the congealing of the oil. The balloon at that time had reached an altitude of 30,000 feet, the temperature registering 55 deg. below zero Fahrenheit. An altimeter, thermometer and a radio receiving set with headphones, trailing antenna and batteries completed the equipment.

All in all, it was a carefully designed set of equipment, everything calculated to prevent unnecessary exertion of a kind which, under low pressure conditions, was thought to make too great demands on the strength of the aeronaut. Every difficulty experienced on previous flights was taken into consideration and remedial measures instituted to prevent their recurrence, in order to afford the aeronaut every opportunity possible to observe and record weather conditions, wind and temperature conditions and, in addition, radio reception conditions in rarefied atmosphere.

The start was made at 2:35 p.m., with airplanes acting as escort during the first portion of the ascent. The occupants of the planes were able to keep the balloon in view until about 3:10 p.m., when it disappeared beyond a heavy cloud formation, and Captain Gray disappeared, not to be heard of until his balloon was found some nine miles from Sparta, Tenn., with his

lifeless body inside the basket. His instruments were intact, his body evidenced no signs of violence, his mask was still on and his oxygen valves open - but no oxygen left. How, then, can we know of the flight, what transpired, and what Captain Gray's feelings were? We can only surmise some by looking at his log, reading the lines themselves and between the lines, looking at the curves which his faithful barograph and thermograph continued to trace on their sheets and, using common sense, logically figure the result.

Looking at his log and the barograph curves together, we first find that his rate of ascent was much slower than it had been on his former two flights. In March he had attained his maximum altitude of 28,510 feet within 45 minutes. In May, this altitude mark was reached in less than 40 minutes. On his last flight an hour passed before he attained this level. Captain Gray's altitude record of 42,470 feet in May was attained in an hour and five minutes, whereas in this last flight his ascent was so slow that it took him almost two hours to reach that height. On his last attempt, however, he was equipped with instruments with which to make his observations, and it is highly probable that he slackened his rate of ascent in order to carefully record the conditions he encountered. Then, again, it took time to tune his radio; his log book took time, not to mention his other manifold duties. At 12,000 feet he says: "KSD Symptoms of Ricketts." He was listening to Station KSD broadcasting and the low pressure was affecting him. He started his oxygen apparatus to work for him at low pressure. At 15,000 feet, 2:50 p.m., his goggles started to fog, so his entry "4V" means that he turned his batteries, supplying heat to his oxygen tank and his goggles, from 2 volts to 4 volts. Next we see that at 19,000 feet, 3:05 p.m., the thermometer shows zero. The radio is still going and he is listening to a saxophone playing Trueneri. The balloon is still rising, Captain Gray is still spilling sand from the bags, tuning the radio set and reading his instruments. Everything appears to be functioning perfectly. The ascent is even and sure, neither too fast nor too slow. The next entry, recorded at 3:10 p.m., 23,000 feet up, conveys the information that it is snowing, temperature eight degrees below zero, listening this time to KMOX playing "Thinking of You." Another station and another thousand feet up, still snowing at 3:13. W.L.W., Cincinnati, playing "Just Another Day Wasted Away" at 3:15. Just a few minutes later and the balloon is still higher and it is still colder, the thermometer registering 25 degrees below. And then, at 3:17, along with the entries about listening to WLS, Chicago, and the Pied Piper, 30,000 feet up, temperature 35 deg. below zero, comes an entry that, in its innocence, still may have been the entry of an occurrence that ultimately caused his death - "clock frozen". He now had nothing to determine the passage of time, nothing to tell him how much longer the life-giving oxygen would last, how much longer he could rise and how much longer would the oxygen last to allow him to return close enough to mother earth to permit him to breathe without relying on artificial air out of a bottle. From now on no time is mentioned, but the barograph, in its little box, unseen by the aviator, continues to tell the story of the time of day and the height he reached, and the clocking thermograph continues to log the temperature. The balloon continues on its upward journey, and at 34,000 feet his first oxygen tank was gone. We know this by the laconic message in his log - "Cyl. off broke antenna, no more music." Two of the oxygen cylinders, as before stated, were tied to the outside of the basket. When the oxygen was gone, all that was required was to open the cock on the next cylinder, close the cock in the junction box of the tube from the empty cylinder and cut the hose connections. Then, cutting the lashings, the cylinder would parachute to earth, the balloon in being relieved of this weight attaining that much more lifting power. It is evident that the cylinder after being cut loose became tangled on its descent with the trailing antenna and broke it off, hence the entry "no more music."

• Captain Gray's next entry "-40 degrees, too much heat, 2 V, 36000, - 32 degrees, getting warmer" needs some explanation to the uninitiated. Sometime before he had coupled on four volts of his battery to heat his goggles and the air intake. As he arose higher the conductivity of the air was less, so the heat was too great, and he was forced to turn back to two volts.

The next entry is in an uncertain hand. His writing is not so firm or clear since passing the 29,000 feet mark as it was at the start. This is not to be wondered at with the temperature near the bottom of the tube. The entry shows quite clearly the effect of the low atmospheric pressure on his mental faculties, viz: "Hair (Air ???) pulling out belly Vacuum in mouth, 39000 feet, -28 degrees." It also shows that the temperature is rising. Captain Gray has entered the "Stratosphere", where the temperature has been calculated to remain almost stationary and, in fact, to rise slightly from that of the air below.

Now comes the last entry - "Sky ordinary deep blue, sun very bright sand all gone 4000." This was at about the time his second cylinder of oxygen became empty and his third cylinder was started. He had reached what was approximately the top and had intended remaining there for a time to make observations before cutting away his reserve ballast - the framework supporting the sand bags - to obtain the final lift. Realizing, however, that his oxygen supply would last for about an hour and a half, he probably figured the time was too short. At any rate, he did not cut away either the framework or the other tank.

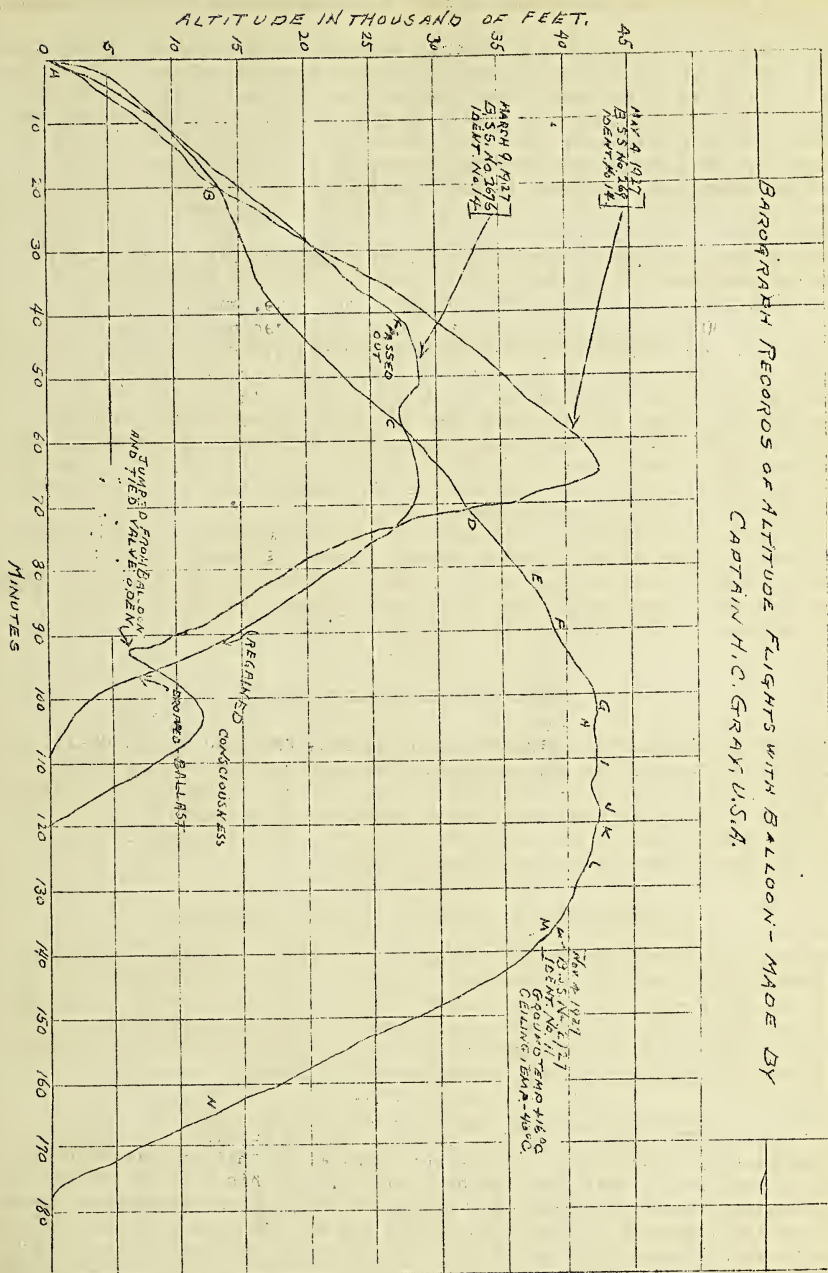
While the above entry was the last one in his own handwriting, the barograph, one at least, still carried on. We will examine the curve it made. The balloon was now performing as one usually does when no more ballast is dropped - "oscillating" or pumping up and down. At point G, about 4:00 p.m., the balloon attained the top of its first oscillation, 42,220 feet. At point H, three or four minutes later, it reached the valley of the first oscillation - 42,100 feet. Five or six minutes later it ascended again to 42,220 feet at point I. At this juncture the battery was dropped for ballast. Had it been released before this time it is natural to assume that this fact would have been recorded in the log. Further evidence to substantiate the above assumption lies in the fact that the balloon, relieved of the weight of the battery, ascended 250 feet higher. Furthermore, the battery was found at a spot approximately below the computed location of the balloon at this moment. The peak of 42,470 feet was reached within a few moments, and it is marked as point J on the graph.

It is practically certain that Captain Gray was still alive, because immediately after reaching his maximum altitude and just as the balloon started down to begin another oscillation it was valved. We know that it was valved for the reason that it did not again oscillate but started on a steady, even descent. This descent continued slowly - too slowly, in fact, for the curve remained even until point L was reached, 39,000 feet at 4:28 p.m. There it abruptly changed again to a more rapid rate. The acceleration of the descent could not have been accomplished through other than human agency, and it is clearly apparent that Captain Gray again valved the balloon and, having done so, it was also apparent that he must have been alive and conscious and possessed of sufficient strength to pull the windlass to permit more gas to escape from the bag.

But the time was getting short. Not much oxygen was left, and after reaching point M, at 4:38 p.m., he was out of oxygen. This is a reasonable supposition because Captain Gray had so carefully made his various calculations and tests and because, when he was found, all the instruments were just as they should have been and would have been had the trip been just a little shorter, some fifteen minutes or less. The barograph curve now becomes smooth and even. Captain Gray is unconscious, and at 5:20 p.m., it came to rest in a tree, with a valiant man, another one who gave his life to the cause of science, still in his basket with his precious sealed instruments beside him.

There is one thought - if the clock had only not stopped!

Immediately upon learning the location of the balloon, officials from Scott Field went to the scene and found the instruments intact, disclosing no evidence of being tampered with. The barographs and thermograph were taken to the Bureau of Standards, Washington, D.C., where they were opened and verified.



Examination disclosed the fact that barograph No. 14, one of the two taken by Captain Gray, had stopped during the flight. For this reason the other was selected as the official barograph. The thermograph was checked against a standard thermometer and showed that minus forty degrees centigrade had been reached, this agreeing with the minimum temperature recorded in Captain Gray's log.

The barograph was given a flight history test, in which the actual temperature and pressure conditions were reproduced. From the results the Bureau of Standards officially fixed the altitude according to the Federation

Aeronautique Internationale formula of 1920 to be equivalent to 12,944 meters, or to 42,470 feet.

The question as to whether or not the Federation Aeronautique Internationale will finally credit Captain Gray with a world's record flight is still undecided. The National Aeronautic Association does so credit him, but on January 5th, at the Congress held in Paris, it was not officially recognized by the world's aeronautical governing body because Captain Gray died previously to landing and "was not in personal possession of his instruments." The National Aeronautic Association, through its President, Mr. Porter Adams, has filed a protest against this decision, but to date a reply thereto has not been made.

So valiant an attempt, however, will always be remembered, and Captain Gray is the only human being who has attained "the highest point up."

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PROSPECTIVE OFFICERS FOR THE AIR CORPS

Upon the recommendation of the Commanding General of the Air Corps Training Center, Duncan Field, Texas, The Adjutant General of the Army has been requested to authorize the retention upon graduation on February 4th from the Advanced Flying School at Kelly Field, Texas, 19 of the 26 Flying Cadets, in order that they may take the examination on February 27th for appointment as 2nd Lieutenants in the Regular Army.

The Cadets recommended for retention are Clifford Abbott, Julius Barr, Frank Corson, Lilburn Fator, Lewis M. Gravis, Jordan F. Haney, Robert P. Hopkins, Harold J. Hough, Norman H. Ives, Wm. C. Kingsbury, Alexis Klotz, Royal Leonard, Arthur C. Lybarger, Edward L. Meadow, Clarence T. Mower, Elwell A. Sanborn, Herbert C. Sherman, Gerald M. Smead and Edgar R. Todd.

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AN ACTIVE RESERVE ORGANIZATION

The Air Corps Reserve Officers' Association of Chicago, Ill., holds its monthly meeting the first Monday night in each month. This meeting has an average attendance of practically 75 officers. After the dinner and entertainment there is a business meeting at which training, organization, etc., are discussed. This is one of the most active Chapters in the United States, and many of its members are prominent Chicago citizens.

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PROPOSED MUNICIPAL AIRPORT AT JACKSON, MICHIGAN

The Michigan Air Corps Reserve officers are taking an active interest in establishing and developing a Municipal Airport at Jackson, Michigan. Their interest in developing aeronautics in the State of Michigan has been heartily indorsed by the Commanding General of the Sixth Corps Area, and he has directed the Commanding Officer of Selfridge Field, Mt. Clemens, Mich., to cooperate in every way possible in the establishment of this Airport.

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A LEFT HANDED COMPLIMENT FOR THE ARMY PARACHUTE

Immediately below an item in a recent issue of the San Antonio EXPRESS describing a new type of military parachute which was tested at Kelly Field, appeared a four-line advertisement of a firm of San Antonio undertakers announcing the seating capacity of their new chapel and the addition of a private room for the family. Whether the advertisement in question was inserted at this particular place by accident or design is a matter of conjecture. Perhaps the "Make-up man" on the EXPRESS has his doubts concerning the life-saving propensities of the parachute and took this means of conveying his opinion. If so, he is advised to read up on the "Caterpillar Club".

Going back to the parachute, it may be added that it was designed by the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, to permit greater freedom of action for observers. Two of these new chutes were sent to Kelly Field and tested with dummy weights under the direction of Lieut. W.T. Meyer, Air Corps. Designated as the "quick attachable", the new apparatus for saving the lives of aviators in an emergency during flight is similar in appearance to the conventional type of lap, seat and back-carried parachutes.

AN ERRAND OF MERCY FROM MANILA, P.I. TO BOCOLOD, OCCIDENTAL NEGROS
Notes made by Captain R.E. Elvins, M.C., Flight Surgeon.

Late on the evening of November 9, 1927, the owner of a large sugar central near Bocolod, Island of Negros, P.I., called at my quarters at Camp Nichols, Rizal, P.I. He informed me that the field superintendent of his sugar central had been bologed in the left forearm, on November 1st, and that he had just received a wire stating that gas bacillus infection had resulted, and requesting serum with the least possible delay as the man's condition was critical. He then asked me if it would be possible for an airplane to be sent from Camp Nichols to deliver the serum. I referred him to the Commanding Officer, who obtained authority from Headquarters Philippine Department for the flight, and I was ordered to accompany them and render medical aid to the sick man. The following notes were made on the trip:

10:00 A.M., November 10, took off from Camp Nichols in a Loening Amphibian plane, with Lieut. Watkins, A.C., as pilot. We proceeded to Kindley Field, Corregidor, where we were to meet our accompanying ship, carrying Captain D.B. Howard, A.C., and Lieut. J.D. Corkille, A.C., pilot, it being customary to send two ships, in order that one might return for aid if either went down. We land at Corregidor and are informed that another ship has been gassed up for us, and we are to take it.

10:30 A.M. Left hangar. Lieut. Watkins says the ship is heavily loaded with gasoline and emergency equipment, and that we may have trouble getting off. The big Loening is taxied to the runway and let down into the water, with men holding on to ropes to prevent too rapid descent. We taxi out about a mile and I am liberally sprayed with saltwater, then he gives her the gun, we gain speed, I get another ducking as the ship dips backward and forward, the hull slaps the water a few times, and we are off. We cruise around at 800 to 1,000 feet, watching Lt. Corkille in the accompanying ship. He seems to be having trouble, and is returning to the hangar. This is a wonderful view of the rock (Corregidor). The island is shaped like a huge tadpole, and the blue water, green foliage, red roofed quarters, and all the installations at Top Side, Middle Side, and Bottom Side show up clearly. Thru a haze, across Manila Bay, I can see Manila, and to the left Marivales mountain.

11:05 A.M., we spiral down and land on the water. Lieut. Corkille's motor has quit, due to saltwater entering the distributor. He dries it out, and we make a new start at 11:31, accompanied by the usual liberal spraying with saltwater. We head south, with Lieut. Corkille in the lead, the air is slightly bumpy as we head over the bay, near the concrete battleship, and in the direction of the coast of Batangas. Altitude 500 feet.

11:40 A.M. Our air speed is 85 miles per hour, as we fly along the coast of Batangas. We are flying lower now, about 250 feet. This coast is very rugged and rocky. Lt. Corkille is skimming over tree tops ahead and to our left. We hit some rather large bumps, which are recognized by the pilot by a broad grin.

11:53 A.M., we start over the Verde Island passage, across Verde Island, and toward the east coast of Mindoro. 12:17 P.M., pass Verde Island, can see several small islands ahead, and Mindoro on our right. 12:22 P.M. still over water, pass a small steamer on our left.

12:25. We are now making one hundred miles an hour and more, and are flying just over the surface of the water. The altimeter registers zero. This is great, and surely some skillful piloting. Corkille is just ahead and on our left, Mindoro on our right. 12:35, we are still beating it, 105 miles per hour. See a whale on our left. These ships look like a couple of fat ducks skimming over the water. I have never enjoyed flying so much. Being so close to the water gives one a sensation of great speed, tho one hundred miles per hour can hardly be called slow.

12:45, we pass Point Dumali on our right and head for a small island off the coast of Mindoro. From the map I believe this island to be Maestro del Campo. As I haven't had chow since 6:15 this morning, I am hungry, and will look around for some food. Open a package of sandwiches, and pass one up to Lieut. Watkins, who nods approval. After two sandwiches of corned beef, a chocolate bar and some water, I feel much refreshed, and am sure Lt. Watkins does. 1:10, we turn south around the island of Maestro del Campo. I feel sleepy, and would like to have my siesta, but there is too much to see, and I doubt if I could sleep at this speed.

1:15, we hit the coast again and start up over grass covered hills, nipa shacks, cocoanut and banana trees. Lieut. Watkins jazzed his motor, and many goats, caribou and horses ran wildly about. This is the island of Tablas. 1:20, turn south, 15 degrees east, along coast at 1000 feet altitude, crossing a small half moon bay which is very blue and pretty.

1:27, we are heading out over the open sea again. Some more low, fast flying. 1:45 land again on our right, the island of Panay. This island is rather flat here at the northern end, as we head southeast along the coast. The land is well cultivated, and there is a winding stream here. Two small villages along the coast, and then a larger one. Tampulan, I believe, with the usual square, church and cemetery. A good road connects these towns, and there are many rice fields.

1:58, the terrain is becoming rougher, and we go up to 1500 feet, over low mountains. This country is surely rough, and the only signs of human habitation are the occasional nipa shacks in the hills and trails leading from them. Hope the motor does not quit now, as we could never get down without cracking up, and the only thing to do would be to take to the parachute. After you landed it would be a long hard walk out of here to the coast. 2:05, over a small village, surrounded by a few rice paddies. 2:15, passed over a railroad. The country is flatter now. 2:17, a town on the right. We go over a low ridge, and then the blue sea appears again.

2:24, leaving land, and out over the sea again. There is an Island ahead, which must be Negros. 2:35, over a town, dock, and sugar central. The natives are rushing into the square and streets, and seem quite excited at seeing us. There is a crowd on the beach. We land in the bay at 2:40, and taxi up to the beach. As we alight, the natives swarm around the ship, and among the jabber, the word AERO-PLANO is heard on all sides. One of the natives asked me in English if we arrived from the States. I assured him that we came from Manila, and he seemed equally surprised that it had only taken a little over three hours for the trip.

A car was there to meet me, so I went immediately to the local hospital. This I found quite modern, and presided over by a major medico of the Philippine Health Service. The hospital was of one hundred capacity, and admitted both private and free patients. All kinds of cases are taken care of, and the cases of malaria, intestinal parasites, confinements and general surgery furnishing the greatest number. The doctor has three assistants, and the nurses are graduates of the Philippine General Hospital in Manila.

The patient I found to be a young Spaniard, twenty-six years of age. He had been cut on the left forearm with a bolo, on November 1st, and the wound had been sowed up tightly, without drainage on the same day, by the doctor at the sugar central. Two days later he was admitted to the hospital with a typical case of bacillus Welchii infection. The arm was enormously swollen, and in a few days gangrene had developed. Incisions had been made on the inner and outer aspects of the arm, and the there was drainage, the patient was surely very toxic, his pulse weak and rapid, temperature 101, and the general picture of sepsis. Inquiry showed that he had obtained very little rest, which was I believe largely due to the presence of too many meddling relatives, who were allowed to go and come as they chose, day or night. As he did not appear in shape for any operative interference, I excluded all visitors, gave him 1/4 grain of morphine, and as the cultures from the wound showed chains of streptococci, gave him fifty c.c. of antistreptococcic serum, polyvalent, which I had brought from Manila.

As the patient was soon sleeping, I left the hospital, and was taken for a drive around the town (Bacolod). It appears very modern for a Philippine town, having many modern buildings and fairly clean streets. I was taken out to the golf course, where we found Lt. Corlille and Captain Howard just finishing nine holes of golf, just as it was getting dark. We had a pleasant half hour talking with several Americans, and then returned to the hotel for dinner. After dinner, I returned to the hospital for another consultation and then turned in at midnight.

At six A.M., a car called for me, and I went out to one of the nearby sugar centrals to see an American sick with dengue fever. As there are no American doctors here, whenever one arrives he is taken to see all cases possible. After this I returned to the hospital, to find our patient rested after a good night's sleep, and consuming a hearty breakfast. Under light ether anesthesia, I opened up all pus pockets around the shoulder, and installed Dakin tubes, and left in-

structions for further treatment. The arm will have to be amputated at a later date, but I do not believe he will be in shape for it for a month or more. After a final consultation, and leaving written instructions, I returned to the beach to find Lts. Corkille and Watkins busily engaged in gassing up the ships.

The usual large crowd is on hand, and there is much fuss about taking pictures, loading mail, etc., prior to our departure. Everyone was surely cordial, and did everything to make our short stay pleasant. The local Captain of Constabulary gave me an old gun, which had been made out of a piece of a water pipe, and also a dagger in a deer hide sheath. I prize these souvenirs very highly. 10:37, we are off, circle around the town (Bacolod) and wave good-bye to the crowd, after which we head for Iloilo where we must stop for gas.

11:00, we circle over the town of Iloilo. It appears like quite a city. We land and taxi up to the beach, amid the usual crowd of wondering natives. An enthusiastic group is there to meet us, among them the British Consul, several American business men, and the local Chief of Constabulary. They take us to the Iloilo Club, where we have a nice chat. They seem to think it quite a coincidence that just as they were facing west, for two minutes in observance of Armistice Day, two U.S. Army seaplanes should land at their shores. Luncheon is served at the home of a prominent American, when we are again shown about the city. The day passed quickly, and at night we are all ready to turn in, anticipating an early take-off for Manila in the morning.

The morning finds us with many things to do, and it is nearly eleven before we get in the planes and prepare to start. At exactly eleven, we hit the water and take off. We cruised around for an hour, waiting for the other ship to take off, but as it is having motor trouble we land again. We are just sitting down to lunch, when we hear the roar of the motor, and the other ship is off, waving us to come on. We run to the ship, and take off at exactly 2:35 P.M. Our course is due north, over the Island of Panay. The other ship is close behind us. At 3:30 we are over the sea again. I place the stick in the rear cockpit and keep the ship on her course, while Lieut. Watkins consults the map. I guess he found what he wanted, as he pointed her nose down, and we hit it up to 120 miles per hour until we are just over the water, when we again fly low at about 105 miles per hour.

3:35 I am not a trained mechanic, but it does not take one to tell that the motor is not hitting right. Now she cuts out entirely, but after a few seconds starts again. I am sure glad we are over the sea again, tho it looks about 20 miles to land, and if we went down the wind would blow us right out to sea. 3:40 we are still beating it, and Lieut. Watkins cut his motor for Corkille to catch up, and then stepped on it. I got a thrill, as I thought we were going into the sea. 3:43 still going strong, the waves are higher here, and there is land ahead. 3:50 climbing up again over Tablas Island, over some pretty rough country, up to 1,000 feet and over the top.

4:00, over the sea again, our motor is missing badly, and we go down to within about five feet of the water, and skim along just missing the waves. I can smell smoke, and make sure I have located the fire extinguisher. Lt. Watkins is surely busy, but seems to keep her going. He is also twisting around in his seat trying to locate the fire.

4:10, we head directly for a small island. There is still considerable smoke, but no flames yet. I believe he is going to land on that island. 4:30, we land in the water and taxi up to the shore, only to find large rocks keep us from landing. 4:45, we are drifting around the island. The motor starts again, and we try to take off, but cannot make it. Corkille is cruising around overhead, I suppose wondering what is the trouble. Lieut. Watkins says we will have to stay here for repairs, so we start for a small inlet.

5:00 P.M., around a bend we come to a small group of nipa shacks. There are several natives on the shore, and I recognize a policeman in the group. They must be friendly, so I guess we won't get boloed. However, I am glad we brought the automatic pistol and ammunition. One of the native policemen comes out in a banca, and while we are anchoring the plane he tells me this is Concepcion, on the Island of Maestro del Campo. Lieut. Corkille is down and anchoring a short distance from us.

It will soon be dark, so I go ashore and start negotiations for a place to sleep and some food. We have some snipe that were given to us in Iloilo, and I arrange to have these cooked. We are all hungry, and running low on drinking water. The local school teacher speaks English, and he fixes us up in the school house, which is the only modern building in town.

This village is quite interesting. There are about 600 native inhabitants, and they are organized into a city government, with a Presidente, Treasurer, Justice of the Peace, school teacher and two policemen. The teacher tells me that they are an industrious, peaceful and thrifty people. The others are asleep now, and we spend the next hour looking around the village, and hearing that there are to be some folk dances tonight, we go to see them. The native boys and girls take part in these, to the tune of a violin and two guitars. It seems a very serious business, and there is much shuffling of feet and waving of arms. The conductor is an old man, and he watches them very closely. I saw them dance for over an hour, without any sign of fatigue or lack of interest. They are practicing for their annual Fiesta, which is staged every year, beginning Dec. 8.

We return to the school house about nine o'clock, and find the snipe have been very well prepared, and we eat them along with hard bread and water. I fortunately had some tubes of iodine, so was able to protect us against infected water supply, tho some of the men made quite a face when drinking the iodized water. We surely enjoyed that meal, even tho we were watched by about 50 natives, who perched themselves on the desks of the school and watched us. They surely didn't miss a thing, and seemed to get a great kick out of our eating.

After dinner, we went to see that the ships were alright, and then started arranging our beds. As there was nothing but the hard floor, and we had nothing but mosquito nets with us, we used these for pillows and lay down. Everyone was sure they could not sleep on the hard floor, but in about five minutes all were sleeping soundly.

We were up at daylight, and the two pilots started at once working on the ships. They found the generator broken off, so we hardly thought we would make a getaway today. While they were working, I found some coffee, and called them in for breakfast, consisting of coffee, hard bread and veal loaf from our emergency rations. It surely tasted good, and made the world look brighter.

After breakfast, we started our account with the natives, took a few pictures, and started working on the ships again. Just as we were shoving off, the natives came down with a monkey on a string which they wished to present to us. We appreciated the honor, but felt that inasmuch as our future progress was uncertain, we could not be bothered. We agreed that if either plane was able to take off, it should head for Manila for help.

Lieut. Watkins tried to start our motor, and to our surprise it started, and I hoisted up the anchor. We turned into the wind, and the motor sputtered and died. I drop the anchor again, just in time to prevent our drifting on some sharp rocks. We now tried cranking by hand, and that surely is hard work. I never worked so hard in my life. You stand on the edge of the wing and crank. If you slip, you take a header into the sea, unless you hit the propeller first, in which case it makes no difference whether you go into the sea or not. No luck, so it looks like we are here for another day. As boats call here about once a year, it may be sometime before we are picked up.

10:15, Lieut. Corkille is off, and waves to us as he heads north for Manila. Lieut. Watkins is working on the motor. The water is very clear here, and you can see many fish swimming around over the light sand. Wish I had a line and some bait, as it would help some if one could fish, as long as we have to park here. We are both wet to our knees with sea water, and also covered with grease and dirt. The sun is getting pretty hot, and even that iodized water tastes good.

As I lie here in the sun, my thoughts turn to what a wonderful opportunity this little island offers for someone to demonstrate what scientific medicine can do, and also do a great humanitarian act. There are about three thousand natives on the island, about 600 of whom live in the village. They have no medical or dental care whatever, except once a year an officer from the Philippine Health Service visits the Island for a few days, and as the school teacher put it, "Last year he failed to come." Isolated as it is, there is not much chance of disease being brought here, and with only one boat a year, the matter of quarantine is simple. The people are intelligent enough to want to cooperate, and I believe a great deal could be done for them. I noticed quite a number of vaccination scars, but do not suppose all have been protected against smallpox. The principal cause of disability seems to be common diarrhea, caused from drinking water from the well in the center of the barrio.

There are practically no mosquitoes on the island, and so no mosquito-borne diseases. The natives look much better nourished than those around Manila and central Luzon.

I sit here and try to visualize what could be done for these people. Modern water and sewage systems could be built, sanitation and hygiene taught, shoes be put on their feet, and prevent the hookworm which is very common, set up a modern hospital, and give them medical, surgical and dental treatment. A maternity would help cut down the infant mortality, which is very high. Increase their opportunities for schooling, interest them in athletic sports, and give them a balanced diet. They are willing and anxious to learn, and are industrious, considering their environment and physical condition. They are peaceful and thrifty, and surely deserve to progress. Isolated as they are, there could be no intermingling with other tribes, and they could be examined and treated as a unit. What an opportunity for some medical man and some money. Here is a veritable laboratory, set by itself on a tropical island, and with three thousand humans to work on.

I must discontinue my pipe dream. Lieut. Watkins has cleaned all the spark plugs on our Liberty motor, and is now cleaning the gas lines. We are going to try it again. I agree that if she starts, I will leave the anchor, and we will be off. There is a whirr, and she goes. I heave the anchor, and amid a liberal spraying from the exhaust stacks, and the sea, I manage to get it into the little trick compartment directly behind the motor. By this time we are taxiing out to sea, and I am glad to climb into the rear cockpit, as we take off at 12:30.

12:45, off the coast of Mindoro. We scan the sky for any ships that might be out looking for us. 1:02, leaving Mindoro. 1:15, over Verde Island. Our motor is hitting good. 1:30 over Batangas Bay. We are now on our reserve, which means only 20 gallons more gas. I can see Corregidor ahead and hope we make it.

2:05, we land at Kindley Field, Corregidor. Surely seems good to be back, after four days. A plane is soon ready to take me to Camp Nichols, and I arrive there at 4:00 P.M. Lieut. Corlille arrived at 2:00. The whole post has been looking for us since Friday night. They had the floodlights on the landing field last night, so we could land if we came in after dark. A shower and clean clothes surely is welcome.

The representatives of the Spanish colony in Manila gave us a very sumptuous banquet on Tuesday night, and they were surely grateful. The Spanish Consul and other prominent Spaniards made speeches of gratitude, expressing and emphasizing the lasting friendship and good will existing between the American and Spanish people.

November 21, 1927. I had a radio today saying that the patient at Bocolod is out of danger, and rapidly recovering. This is good news, and we feel amply repaid.

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THE ENDURANCE FLIGHT OF CHAMBERLIN AND WILLIAMS

Clarence D. Chamberlin and Roger Q. Williams landed at Mitchel Field at 2:04 p.m. January 14th, after having circled the field for 51 hours and 52 minutes in a Bellanca monoplane christened A.R. MARTINE, after the sponsor of flight and owner of the plane.

While they had actually flown longer than any flight in America, the American record which Chamberlin and Acosta established at Mitchel Field in another Bellanca monoplane last April still stands by reason of the ruling of the National Aeronautic Association that duration records must be beaten by at least one hour to be considered an official record. When their gas tanks finally ran dry they were within a half hour of equaling the World's record of 52 hours and 23 minutes, and an hour and a half of establishing a new World's record.

At the request of Mr. Martine, flight headquarters were established at the Post Operations Office, and members of the personnel remained continuously on duty. The recently installed boundary lights burned between dusk and dawn, and a man stood by the switch operating the flood lights in the event the pilots should attempt a night landing. A group of newspaper correspondents and photographers remained in or in front of the Operations Office and at in-

tervals the pilots would drop notes reporting their progress.

Chamberlin and Williams suffered many handicaps in the flight. Their food supply was destroyed by a leak in the gas tank, and through which they lost about sixty gallons which robbed them of the record. By an oversight their navigation instruments were not luminous and this affected their night flying. Their heater went out of commission in the first few hours of the flight when vibration broke the pipe which was to bring the heat from the exhaust into the cabin.

A previous attempt ended after four hours' flying when the shaft in the fuel pump sheared off. On January 16th the Martine made a third attempt, in spite of predictions from Mitchel Field of sleet and rain. These predictions were verified 3½ hours after the take-off, and the plane landed encased in ice.

Duration flights are interesting and constructive, and it is the policy of Mitchel Field to cooperate to the fullest extent with any venture which furthers aviation, but at the moment the field is promised more than its share. The MARTINE is being prepared for a fourth attempt, and will probably get off within the very near future. George A. Wies and Lewis Salomon are grooming a Stinson-Detroiter monoplane. Sherman M. Fairchild is conducting test flights with one of his monoplanes equipped with a Caminez motor. Only 350 gallons will be carried but the consumption of the Caminez is expected to be in the neighborhood of five gallons an hour. This motor, of 135 H.P., operates without a crankshaft or timing gears.

Cesare Sabelli, Italian war ace, is planning a duration attempt with his nearly completed Bellanca monoplane, equipped with Wasp engine, before starting on his New York-Rome flight. Charles A. Levine, New York to Germany flier, is having the COLUMBIA rebuilt at the Kirkham plant at Garden City with a view to a duration flight. Miss Mable Bell, who is considering the purchase of a Ford-Stout monoplane, has discussed a duration flight as a possibility before her intended flight to Paris, scheduled for early in the Spring.

Carl F. Schory, Secretary of the Contest Committee of the National Aeronautic Association, is of the opinion that he will spend the greater part of 1928 between Roosevelt Field starting trans-Atlantic flyers, and Mitchel Field clocking duration attempts. He will probably need an assistant, as there are at least a dozen "dark horse" attempts in preparation around New York.

---CQO---

THE BOMBING OF THE PEE DEE RIVER BRIDGE

By the Langley Field Correspondent

The Swift Island Bridge over the Pee Dee River, near Albermarle, N.C., was demolished during the week preceding Christmas by the bombing expedition sent from the Second Bombardment Group at Langley Field. Invaluable data on such operations was secured by the War Department as a result of this test, and the Group proved to the many scoffers that "it could be done" by doing it.

Much has already been written heretofore about this project, but in order that all may be familiar with the mission and its accomplishment, it is deemed advisable to go somewhat into the history of the bridge and the planning of the expedition, that the Air Corps may be fully informed concerning a project second in importance only to the battleship bombing in 1921.

The Swift Island bridge over the Pee Dee River was completed about two and a half years ago by the State Highway Department of North Carolina at a cost in excess of \$250,000. It was of the most modern construction of reinforced concrete, and was built to last. Its strength may be judged when it is known that the piers were sunk fourteen feet in the bedrock of the river, and its construction the same as that of modern forts, pillboxes, etc.

Some time after its completion a franchise was given by the State to the North Carolina Power Company to construct a dam about five miles south of the new bridge, which was to be a link in its chain of power dams. This franchise meant that the bridge would be submerged, so the franchise included a provision that the Power Company replace this bridge at its own expense, and that the old bridge be turned over to the Highway Department for tests before being submerged or destroyed.

The State Highway Department turned over part of the bridge to the War Department for test purposes, with the understanding that the bridge be totally destroyed upon completion of the tests. The War Department then decided to test the efficiency of bombardment planes on such a target, which would at the

same time give valuable information to the Ordnance Department, and end up with the Engineer tests and the final blowing up of the whole bridge.

The War Department tests were to begin after the opening of the new bridge and the completion of the State Highway tests. These were completed about the 15th of December and as the Power Company desired to start filling up their reservoir as soon as possible, the War Department ordered the bombardment tests to begin on December 19th and continue until completed. An interesting sidelight and a tribute to the strength of the bridge was the fact that the Highway Department found in their tests that the bridge stood three times the maximum load figured by its engineers for the bridge without definite signs of damage. This amounted to a dead load of three hundred forty (340) tons.

December 17th at 9:00 A.M. the first planes of the Second Bombardment Group left the airdrome at Langley Field for Pope Field, Ft. Bragg, N.C. from which they were to operate against the "enemy" bridge under war time conditions, except for the absence of enemy pursuit planes and anti-aircraft artillery. The sixteen planes, twenty-eight officers and sixty enlisted men were under command of Captain Asa N. Duncan, A.C., and his staff consisted of 1st Lieut. H.W. Beaton, A.C., Adjutant; 1st Lieut. K.M. Walker, A.C., Operations Officer; 1st Lieut. E.M. Morris, A.C., Armament Officer; 1st Lieut. P. Melville, A.C., Engineering Officer. The eight bombing teams consisted of: Flight A -- Capt. C.G. Sellers, Air Res.; bomber and Warrant Officer L.D. Bradshaw, pilot; 1st Lieut. W.K. Andrews, Air Res., bomber and 1st Lieut. W.O. Bunge, Air-Res., pilot; 2nd Lieut. W.J. Davies, A.C., bomber and 2nd Lieut. A.H. Johnson, A.C., pilot; 2nd Lieut. G.F. Stowell, Air Res., bomber and 2nd Lieut. H.C. Lichtenberger, A.C., pilot; Flight B -- Capt. W.H. Francisco, Air Res., bomber and 2nd Lieut. D.D. Fisher, A.C., pilot; 1st Lieut. D.L. Bohncke, Air-Res., bomber and 2nd Lieut. H.A. Wheaton, A.C., pilot; 1st Lieut. A.R. McConnell, A.C., bomber and 1st Lieut. J.B. Dickson, Air-Res., pilot; 2nd Lieut. W.R. Wolfenbarger, A.C., bomber and 2nd Lieut. A.J.K. Malone, A.C., pilot. Four O-2s for moving picture use were flown by 1st Lieut. F.B. Tyndall, A.C., 2nd Lieut. G.R. Geer, A.C., 2nd Lieut. W.B. Blaufuss, A.C. and 2nd Lieut. H.R. Baxter, A.C. and the 2nd Photo Section DH was flown by 2nd Lieut. J.K. Nissley, A.C.

The expedition operated under the difficulties to be expected in the field, in that the equipment for service, repair, etc., at hand were insufficient; no hangers were available for the bombardment planes and the airdrome was not all that could be desired for handling heavily loaded planes. Finally every mission had to be flown a distance of over seventy miles to the bridge, over terrain in which there were very few possible landing fields for a bomber.

The personnel was further handicapped by the size of the target, which was only twenty feet wide, and by the fact that they were only permitted to shoot at the west span and west approach of the bridge, a total of four hundred forty feet in length; the balance being reserved for static demolition by the Ordnance Department, firing by the Field Artillery and tests by the Engineer Department. A further moral hazard was the new bridge eighteen hundred feet north of the old bridge, which must not be damaged in any event, and power transmission lines located only sixteen hundred feet north of the old bridge.

Monday morning at 7:00 A.M. the first flight took off for the bridge. The weather was clear and cold, and it might be remarked here that the expedition was favored throughout by ideal weather conditions so far as visibility and ceiling are concerned, although much hampered by cold which was distressing in its severity and occasionally by turbulent wind conditions. Throughout the operations, planes operated in pairs, except when a three plane formation was sent out for salvo bombing. Twenty missions were scheduled and flown daily, using eight bombing teams and planes; each mission averaging two hours and fifteen minutes each.

The first day sand loaded bombs were dropped, for ordnance test, and one (1) direct hit was scored from eight thousand (8000) feet. Tuesday and Wednesday morning sand loaded bombs were again dropped from six thousand (6000) feet and one direct hit made. Wednesday afternoon and Thursday, demolition bombs, three hundred (300) and six hundred (600) pounds were dropped and two (2) direct hits were made.

Demolition bombs dropped only five feet from the bridge did no damage at all, and direct hits with six hundred (600) pound demolition bombs did no more than blow off the railing and put a three foot hole in the floor of the bridge. Thus the contention of the Ordnance Department was proven; for they claimed

that only direct hits would be effective. It was found that instantaneous fused bombs did very little damage even with direct hits, so the fuses were shifted to one tenth second delay. Five formations of three ships, in different Vee patterns were flown, each carrying thirty six hundred (3600) pounds of demolition bombs, but it was found that this size formation was too small to offset any error in judgment in the leading bomber, to make it effective on so small a target.

Friday the 23rd the teams came through with five direct hits, three with six hundred and two with eleven hundred (1100) pound demolition bombs. These latter were effective, as the two bombs alone demolished three sections of the approach and damaged the floor of the span. On Saturday, out of seven bombs dropped two direct hits were made on the pier at the west end of the bridge, ruining it; tearing and twisting the span beyond repair. This completed the work of the planes, with results not expected by anyone except the personnel of the bombing expedition, and with damage which in war time would have meant the complete elimination of the bridge for use.

Two incidents worthy of special note occurred during the week, neither of which however did any damage. In dropping a salvo of four three hundred (300) pound demolition bombs, Lieut. Andrews, bomber with Lieut. Bunge, pilot, had one bomb hang on the rack without their noticing it. Flying back to Pope Field they landed with this bomb still on the rack and still armed. The other incident occurred when Lieut. Stowell, bomber, and Lieut. Lichtenberger, pilot, were dropping two six hundred (600) pound demolition bombs. A hundred pound sighting shot failed to drop off, and when the six hundred pound bomb above it was released, it fell on this one hundred bomb below. The small bomb held the weight of the big bomb, and the wind blowing in the bomb bay whirled the arming vanes off of the six hundred pound bomb, leaving it free to explode on the slightest impact with the sides of the bomb bay. As they were flying a Martin Bomber, it was necessary for Lieut. Stowell to climb over the fuselage into the rear cockpit, get the forked stick carried for this purpose, and trip the release trigger of the shackle. This released the one hundred pound bomb, and as they were flying down the river, the bomb exploded about two miles south of the bridge.

Saturday afternoon December 24th, the expedition returned to Langley Field, all planes arriving home before sundown. The entire trip was accomplished without a forced landing, and every plane was flown back to Langley Field. Exact data is not available at this time but it is expected that a record of performance will be shown when the figures are available.

Every shot was plotted by Field Artillery experts stationed at triangulation points, and daily charts of the pattern made were sent to Pope Field. Examination of these patterns shows that very excellent marksmanship was the rule, and that if an outline of a battleship were superimposed on the patterns, at least twenty-five per cent would have been direct hits, and about seventy-five per cent would have been within the effective impact area about the battleship. These figures are very significant, and it is valuable to know exactly what results may be expected from various size bombs with respect to the average target a Bombardment Plane Formation will be operating against in time of war.

As said before, much invaluable data has been secured by the War Department, but from an Air Corps standpoint, and especially from the viewpoint of Bombardment Aviation the following conclusions can clearly be drawn: In time of war, against such a target, eleven hundred pound demolition bombs with one tenth second delay fuses should be used and formations of nine ships be sent to successfully accomplish the mission.

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NOVEMBER AT WRIGHT FIELD

By

A.M. Jacobs.

November, usually rainy, windy, cold, snowy, - anything but flyers' weather in the middle-west - held some beautiful flying days this year, days in which the air over Wright Field fairly hummed. Aviators eagerly took advantage of clear skies to run tests, which could be performed not so well or perhaps not at all under less favorable weather conditions.

One such day, we happened out on the flying field. Both parachute planes were in the air making test drops from low altitudes. The target glider spiraled down from three thousand feet, Mr. Hagencyer grinding out motion pictures of its maneuvers from the rear cockpit of the DeHavilland to which it had been attached, and Captain Brower piloting the plane as it followed the glider's course down.

At about eight thousand feet, Lieut. Harry Sutton was performing a series of spinning tests on the Curtiss Hawk, XP-3A with a Pratt-Whitney "Wasp" engine, for the purpose of observing a possible tendency toward autogyration. We counted eleven spins in one drop, fourteen in another.

Harry Johnson took the new Fokker bomber, YLB-2, aloft for a performance test. The plane left the earth none too briskly under its heavy load, but soon the great wing was outlined clear, climbing against the blue. Powered with twin "Wasp" engines, this is at present the Army's only monoplane bomber.

Lieut. Bubanks, flying the XP-2 equipped with supercharger, was intent on climbing it to 25,000 feet, but was forced to change his mind at 17,000 feet by engine trouble, and landed shortly after with a dead stick.

Low over the speed course, Lieut. Hutchison was flying the Ol-B with D-12 engine, the steady, unswerving speed to which he held it seeming that of an arrow. Various other observation and pursuit planes were aloft, for it was a glorious day to get in flying time.

On the line was the Fokker C-2, "flying laboratory", its engines being tuned up for flight. The Keystone bomber, XB-1 with twin Packard engines and gunners' cockpits to the rear of the engine nacelles, also stood ready and waiting.

In the hangers, we came upon the new Buhl primary training plane with Louis Meister and Etienne Dornoy on hand as sponsors, and Lieut. Deolittle and Mr. Dykeran conscientiously filling out inspection reports.

If on that particular late November afternoon, anyone had informed us that there was on the face of the globe a spot more alive or interesting, or full of color, we should have seriously doubted his judgment, if not his veracity.

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THE GUNNERY AND BOMBING MANEUVERS AT OSCODA, MICH.

By Sgt. X.L. Horn.

Sometime ago the promise was made that the Aerial Gunnery and bombing practice of the First Pursuit Group, at Camp Skeel, Oscoda, Michigan, would be covered in detail for the Air Corps News Letter. Here it is, somewhat belated:

Early on the morning of September 25, 1927, Lieut. John E. Bodle, Air Corps, leading his flight of three White trucks; a Liberty truck equipped for field lighting, together with a Radio Truck and a 180-gallon gas truck, departed from Selfridge for Camp Skeel. Under the command of Lieut. Bodle were some 28 enlisted men, and he was charged with the responsibility of preparing Camp Skeel for the arrival of the pilots and mechanics. His first job, however, was to get there, and this was no small affair in itself.

The truck train was heavily loaded for, in addition to the 28 men, it carried as much equipment as could safely be loaded, comprising foodstuffs and endless supplies for the building that was to be done, also special equipment for the enlisted men such as shovels, picks, hammers and saws.

And the motor transportation - well - it was built for use before and during the World War. Aged and antiquated, severely punished by careless handling during the years, it offered little security that the trip would actually culminate in safe and intact arrival. Water pumps on the Whites, simply useless, aggravating little things continually gave trouble, and boiling water and hot steam burst more than one decrepit and weary radiator. Bearings, worn thin through years, gave up the fight, and only the resourcefulness of "SWEDE", the ever ready and unfailing Truckmaster, saved the day. From some of his accomplishments in the face of almost impossible odds, on lonely roads miles from anything closely resembling a garage, we became firmly convinced that, with a little effort and patience and "SWEDE", we could have made the trip with crankshafts made of putty.

However, the detail arrived at Camp Skeel at 7:30 P.M. on the 26th. Although it was damp, for it rained throughout the day, and joyless too, perhaps more than one heartfelt sigh was heaved that the trip was done.

Impromptu beds were made for the night in the lone wooden structure built in 1924, when the present site was first offered to the Group, and the following morning actual construction of the Camp was started.

In the days that lapsed until October 17, when the first echelon of pilots and planes reported for practice, construction went merrily on its way. An addition was built onto the barracks, since the original building was only large enough for use as sleeping quarters and mess and kitchen for the officers. This addition was a direct continuance, the partition between the kitchen and the new part being torn out, making the mess hall for the enlisted men and the kitchen one room. Another small addition was built on the NW side of the officers' sleeping quarters for use as a wash and bathroom. Three wash basins and two showers were installed and a pressure tank put in the ground. A well was dug and connected with a small electric motor, which forced the water from the well into the tank, thence through a small stove into a hot water tank. For the first time since the Group has been maneuvering at Camp Skeel we had some of the comforts of home and no longer were forced to depend on the high school showers in Oscoda for weekly ablutions.

Fourteen tent frames were built -- ten at right angles to the lower end of the barracks and four along the SE side of the barracks and parallel, which layout formed a perfect letter "L". Floors were laid for all tents, with a concrete base in the center, about four by four feet and 6 inches high, for the Sibley stove. The side of the frames were about 5 feet, 4 inches high with heavily braced two by fours extending upward from each corner to a peak at the top, so that when the regulation pyramidal tent was placed over the frame they fitted perfectly without the use of a center pole. In this manner all available space was used and five men were comfortably accommodated in each tent.

As the camp proper gradually took shape, other details were busy. The target range and targets were checked over, new targets were built and the range thoroughly policed. A large gasoline tank was installed in the ground directly across the road from the camp and behind the proposed "LINE", equipped with five gallon capacity pump and six ground pits where planes could be taxied and serviced. The radio operators erected their antenna and, after several days of extremely bad weather, finally managed to get connection with Selfridge which, with the exception of one day for a few hours, was never interrupted. The Electrician soon had the field lighting sets working and the tents and barracks and mess hall wired for electric lights. Other wiring was done as needed and, in addition, two large flood lights were installed for night lighting. One was placed at each end of the "L". At night, approaching the Camp from the Oscoda side, with its brightly lighted barracks and with the two flood lights illuminating the two lines of tents until they stood out among the occasional jack pines in bold relief, and with the incessant hum of the electric lighting plant, Camp Skeel, for all its primitive surroundings, seemed like a city in the making.

During the period, October 1st to 15th, a Douglas Transport, type C-1, made occasional trips between Selfridge and Camp Skeel, transporting supplies and equipment as requested. On October 15th and 16th several mechanics and armorers were permitted to depart for Camp Skeel in their private transportation, the balance of the enlisted men being transported there in the Transports. On the 17th the first echelon, led by Capt. Vincent B. Dixon, A.C., arrived for practice, but were delayed until the morning of the 20th while their planes received a final check of armament equipment. As a further precaution, Arctic oil was placed in all ships and they were carefully checked to insure that the proper mixture of alcohol and water was in the radiator.

The first echelon remained at Camp Skeel until November 5th, and the second, led by Colonel Charles A. Lindbergh and Major Thomas G. Lanphier, A.C., arrived for practice, November 9th. Capt. Frank H. Pritchard, A.C., who had reported with the first echelon, remained at Camp Skeel in command during the period, November 5th to 9th.

During the period of the first echelon and prior to the arrival of the second, many jack pines were requisitioned from nearby lands and used as framework in constructing a range house and coal bin. This range house was constructed on the 400 foot line directly between the two sets of targets, and was built large enough so that targets could be repaired, recovered and stored overnight out of the wind, rain and cold.

Several hundred 40-pound demolition bombs, packed two in a box, were on hand at Camp Skeel, and as these were used for practice the boxes were salvaged by the carpenters and, with jack pines as runners, were used as material for

duck walks. These walks were laid down each row of tents and from the tents to the officers' quarters and the mess hall.

Funds were also requisitioned for the purchase and erection of an armament tent just across the road from the line. From old lumber around the camp a heavy bench was built along one side of the tent where guns could be cleaned and repaired out of the wind and sand. This tent also served another purpose. Around the little Sibley stove Sergeant Joe Rhoden and his henchmen placed all the loose ammunition boxes, and during lulls in flying they would sit on these boxes under the feet of the armorers and talk of things inconsequential. Joe called this gathering the "Club of the Constant Sitters". Joe is a good mechanic, but he should have written titles for a Will Rogers film.

Colonel Lindbergh returned to Selfridge on the 11th in order to make his flight to New York, and was able to fire but 200 rounds on the ground targets.

It was during the period between the departure of the 1st echelon and the arrival of the second that a contemplated purchase of fish almost lost the Group a pilot. Sergeant Byron K. Newcomb, pilot of one of the transports, with Sergeant "Doc" Shannon, as mechanic, arrived at Camp from Selfridge about noon one day, and the Mess Sergeant suggested they accompany him and one of his cooks in the old Ford mess truck, to Oscoda. It would give Newcomb a chance to see the city and one of the fisheries for which the place is noted, if it is noted for anything.

They all crowded into the Ford and took off. Just out of Oscoda, in trying for the sharp turn that precedes the bridge over the Au Sable River, Joe's Cook who happened to be driving, got his controls mixed and didn't give the old crate enough aileron. The old Ford stopped abruptly when it hit the staunch iron bridge, and Newcomb and the other passengers lingered just long enough to get a good start and then continued on their way, windshield and all, into the muddy and placid waters of the river. Altho heavily burdened with clothing, they all managed to regain shore and sent news of their catastrophe to camp, from where a White truck was dispatched to haul them in.

Eventually they returned; the Mess Sergeant and his Cook went to bed, while Newcomb and Shannon borrowed all the dry clothes they could find and took off for Selfridge.

Someone discovered a good substitute for fish, so the camp was fed, but Sergeant Newcomb lost his helmet and goggles and now we suppose that somewhere in the files of the Air Corps Station Supply Officer there reposes a certificate reading, "Lost in Flight".

The even tenor of Aerial Gunnery and Bombing continued and the pilots took advantage of two or three smooth days during the first of December to finish most of their record practice on the Ground and Tow targets. It was well they did, for gasoline was running low and the morning of December 7th brought high winds of almost cyclonic velocity, which completely wrecked one airplane and destroyed several ground targets. However since little firing yet remained to be done, the balance was completed and all pilots, with the exception of Lieut. Bodle, Camp Supply and Mess Officer, returned to Selfridge by December 10th.

The following pilots participated in the aerial gunnery and bombing practice, and the scores for those who finished record firing are shown after their respective names:

Colonel Charles A. Lindbergh, Air-Res.,	Did not fire record.
Major Thomas G. Lanphier, Air Corps	" " " "
Capt. Vincent B. Dixon, A.C.	756 points.
Capt. Frank H. Pritchard, A.C.	341 points.(Ground only)
Capt. St.Clair Streett, A.C.	839 points.
Capt. Marcial Aredondo, Chilian A.S.	759 points.
1st Lt. Victor H. Strahm, A.C.	959 points
1st Lt. Louie C. Mallory, A.C.	628 points.
1st Lt. Stanton T. Smith, A.C.*	No record.
(Lt. Smith attached from Little Rock, Ark.)	
1st Lt. Addison G. Person, Air-Res.	Did not fire record.
(Pilot Tow-Target plane.)	
1st Lt. John F. Egan, Air-Res.	Did not fire record.
(Pilot Tow-Target Plane.)	
2nd Lt. Glenn O. Bercus, Air Corps	980 points
2nd Lt. Thurston H. Baxter, A.C.	747 points.
2nd Lt. John E. Bodle, A.C.	767 points.
2nd Lt. William L. Cornelius, A.C.	782 points.

2nd Lt. Demas T. Crow, A.C.	762 points.
2nd Lt. William H. Doolittle, A.C.	827 points.
2nd Lt. James A. Ellison, A.C.	Did not fire record.
2nd Lt. Kirtley J. Gregg, A.C.	688 points.
2nd Lt. Joseph G. Hopkins, A.C.	978 points.
2nd Lt. Clarence S. Irvine, A.C.	1119 points.
2nd Lt. Frank G. Irvin, A.C.	Did not fire record.
2nd Lt. Burton M. Hovey, A.C.	616 points.
2nd Lt. Russell Keillor, A.C.	435 points. (Tow only)
2nd Lt. Frank D. Klein, A.C.	956 points.
2nd Lt. Ernest H. Lawson, A.C.	664 points.
2nd Lt. Morris R. Nelson, A.C.	821 points.
2nd Lt. Hoyt L. Prindle, A.C.	Did not fire record.
2nd Lt. Frank H. Robinson, A.C.	" " "
2nd Lt. Keith Roscoe, A.C.	818 points.
2nd Lt. Robert L. Schoenlein, Air-Res.	998 points.
2nd Lt. John J. Williams, A.C.	906 points.
2nd Lt. Irvin A. Woodring, A.C.	Did not fire record.
2nd Lt. Clarence W. Hudson, Air-Res.	668 points.
2nd Lt. Joseph C. Soper, Air-Res.	Did not fire record.

Enlisted personnel during the camp consisted of approximately 55 men for each echelon. One crew chief was required for each pursuit and tow target plane and about 7 armorers were on duty in addition to the Line Chief and Chief Armorer. The first echelon on the day's firing was required to leave the ground at daybreak, and on extremely cold mornings considerable difficulty was experienced in starting the ships. However, all firing was performed by echelons of about 5 ships each at about one and one-half hour intervals, and all crew chiefs were used to start the first five ships. In this manner all echelons left the ground on schedule.

A great deal of trouble was also experienced with tow targets, tow-target cable and the tow-target reel. Some tow-targets were made from material not sufficiently porous to permit the air to sift through, with the result that they weaved and twisted so badly as to make an almost impossible target. Recommendations have been made for an improvement of the tow-target reel, towing cable, release cable, plunger assembly and sand bags.

In the period of almost two months that the Group was at Camp Skeel it was found that, as a general rule, the best time for ground target work was early in the morning. After 9:00 A.M., the air became so rough that very little accurate work could be done. Here, too, the wind continually changed so that it was difficult to hold a ship on a target the same for each run. Prevailing winds were from the South and West, and when a pilot fired on the original set of targets, which extended East and West on the South end of the field, he was very apt to find the wind from the East or West and spray ammunition along the entire line of targets. This was corrected by building another line of targets along the West end of the field running North and South. With the two sets of targets practice speeded up and cross wind firing was eliminated.

Below is listed the ammunition and bombs expended by the Group at Camp Skeel during this practice:

5,000 rounds .30 caliber expended for test.
1,125 rounds .50 cal. expended for test.
42,764 rounds .30 cal. expended for Instruction on Ground Targets.
560 rounds .50 cal. expended for Instruction on Ground Targets.
18,863 rounds .30 cal. expended for Instruction on Tow Targets.
4,800 rounds .30 cal. expended for Record on Ground Targets.
2,200 rounds .30 cal. expended for Record on Tow Targets.
236 Bombs, 40 pound, Mark II, Incendiary, empty cases, dropped.
44 Bombs, 17 pound, fragmentation, live, dropped.

TOTAL EXPENDITURES

73,627 rounds of .30 cal. -- 1,675 rounds of .50 cal.
 236 --- 40 pound bombs, empty. 44 17 pound bombs, live.

Upon completion of practice enlisted men, with the exception of those who were to be returned with the truck train, were allowed to depart for Selfridge in their private automobiles or were returned in the transports. As these men moved from tents those remaining were consolidated with occupants of other tents and the empty tents taken from the frames and stored away. All

tent frames were left standing, doors tightly nailed and the vicinity around emptied tents policed. In this manner the camp was policed as the men left and no great amount of work remained for those who were left to actually close camp.

At about four o'clock on the morning of the 15th all but eight men, one White truck with trailer, and the tow-target DH, which was awaiting some minor repairs, departed for Selfridge Field, led by Lieut. Bodle. The eight men and the transport were left at Camp Skeel until such time as a car could be obtained by the local railway authorities for shipment of a wrecked P-1B to Fairfield.

It happened that the greatly desired car arrived the same morning and all hands went to work with a bang and the wreck was loaded and billed out by afternoon. A transport arrived with the necessary parts for the DH and everyone was all set to take off. There was some little policing to be done, however, but this was postponed until the following morning.

Everyone was up long before the stars were ready to call it a night and, after a hearty breakfast, the White truck and trailer were loaded and three of the men departed for home. Two more left in a Ford coupe at one o'clock, leaving Corporal Lovvorn, mechanic on the DH, and two caretakers at a lonesome camp with the jack pines and snowshoe rabbits. Bad weather resulted in some delay in getting a pilot to Camp Skeel to ferry back the DH and Lovvorn, but they returned eventually and Camp Skeel, except for the two caretakers, was deserted.

Gaunt and bare now, it no longer is filled with hurrying figures clad in Olive Drab and one-piece coveralls and the wild noises of roaring planes, bursting bombs and the staccato like barks of machine guns. Not for awhile will Lake Van Etten reflect again the flashing silhouettes of tow-target planes and fast attacking pursuit ships.

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HERO OF ROMA DISASTER RECEIVES CHENEY AWARD

The Chief of the Air Corps, recently announced that Master Sergeant Harry A. Chapman, 19th Airship Company, Langley Field, Va., was selected by the Cheney Award Board to receive the first Cheney Award.

"The Cheney Award" was established in memory of First Lieutenant William H. Cheney, Air Corps, who was killed in an air collision at Foggia, Italy, January 20, 1918. The donors of this award are Mrs. Mary L.C. Schofield, Peterboro, New Hampshire, and Mrs. Ruth Cheney Streeter of Morristown, New Jersey, the mother and sister of Lieutenant Cheney. Mrs. Schofield and Mrs. Streeter have jointly set aside a trust fund of \$10,000, the interest accruing therefrom to be used to make up this award. It is to be bestowed annually by the Chief of Air Corps for an act of valor or of extreme fortitude or self-sacrifice in a humanitarian interest which shall have been performed in connection with aircraft, but said act need not necessarily be of a military nature. The following are eligible to receive it: Officers and enlisted men of the Air Corps Regular Army; officers and enlisted men of the Air Corps Reserves; the widow or next of kin in event of a posthumous award. Announcement of this award will be made on January 20th of each year, that date being the anniversary of Lieutenant Cheney's death.

A die of suitable design has been made and bronze plaques will be struck off each year that the award is made engraved with the name of the recipient as determined by the Cheney Award Board. In addition to this plaque the award consists of a certificate of award and a sum of money which consists of the income from the trust fund after the necessary expenses in connection with the award have been defrayed.

First Lieut. William H. Cheney, at the age of 20, enlisted in the Signal Officers Reserve Corps on March 31, 1917, and graduated as an honor student from the School of Military Aeronautics at the University of Illinois on July 25, 1917. He was sent with the first group of American flyers to the Camp at Foggia, Italy and on October 18, 1918 became the first American aviator to complete the Italian Military Flying Brevet. He was commissioned First Lieutenant, Signal Corps Reserve Corps on November 3, 1917, and with two other officers was killed in an aerial collision in a fog on January 20, 1918. A special order issued by his Commanding Officer stated, "these were men who, on every occasion and in every way, showed their bravery, desire and eagerness to serve their country in all things and all ways. The great sacrifice of these

brave young soldiers is not only an inspiration to the entire command and to the American Air Service at large, but also America's first offering in Italy to the great cause of the allied nations."

Master Sergeant Harry A. Chapman was one of the crew of the U.S. Army Airship Roma when it crashed and was destroyed on February 21, 1922. Fire broke out immediately after the airship crashed. Sergeant Chapman, with four companions, was entrapped in a canvas-enclosed compartment; escape through the usual exits was cut off by the flames. While the fire was raging Sergeant Chapman, with his knife, made an opening in the canvas through which it was possible for him to escape immediately with little or no injury to himself. Instead of doing so at once this gallant soldier helped his four companions to take advantage of this exit before he himself left the fiery ruins. As a result of this action he was so severely burned before he could make his escape that for several days little hope was entertained for his recovery. Sergeant Chapman displayed great bravery and presence of mind under the most trying conditions and saved the lives of four other men while he himself was in the gravest peril.

Sergeant Chapman was commended for his conduct in orders by John J. Pershing, General of the Armies, but his act not having occurred in action was not at that time within the provisions of law authorizing decorations. He was accepted for enlistment in the Signal Corps at St. Joseph, Mo., October 18, 1916. In January 1917 he was ordered to the Army Balloon School at Omaha, Nebr. for duty. He was promoted through the various non-commissioned grades and in August, 1918, went to duty overseas. In October, 1918, he returned to Langley Field for duty and later was transferred to the 8th Airship Company at El Paso, Texas. In November, 1920, he returned to Langley Field and was one of the Detachment of Army Air Service men which was sent to Italy for the purpose of studying the operation of the Airship Roma. He assisted in its dismantling for shipment to this country and upon his return he assigned in its re-erection at Langley Field, Va. He has served continuously in his present grade for nine years and has been stationed at Langley Field since the Roma disaster, except for 11 months spent at Walter Reed General Hospital as the result of the injuries received in that accident. He is a superior soldier and an expert Airship Rigger.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes in Station

Capt. Charles M. Savage, Scott Field, to Philippine Islands, sailing from New York about March 7, 1928.

Following ordered to duty in Philippines, sailing from San Francisco, Mar. 29:

1st Lt. James M. Bevans, March Field. 1st Lt. A. L. McCullough, March Field.

1st Lt. Donald F. Fritch, Brooks Field. 1st Lt. N. F. Twining, March Field.

Following officers to duty in Philippines, sailing from New York, May 16th:

1st Lt. Orvil A. Anderson, Scott Field. 2nd Lt. Clarence S. Irvine, Selfridge Fld.

1st Lt. Lionel H. Dunlop, Fairfield AD. 1st Lt. Bayard Johnson, Wright Field.

1st Lt. Lester M. Rouch, Scott Field.

Following officers to duty in Philippines, sailing from San Francisco, June 8:

1st Lt. Winfield S. Hamlin, Ft. Sam Houston: 1st Lt. Augustine F. Shea, Kelly Field.

1st Lt. Oakley G. Kelly, Portland, Oreg. 1st Lt. Ralph F. Stearley, Kelly Field.

Capt. Charles A. Pursley, Org. Reg., San Antonio, Texas.

Following officers to duty at Air Corps Engineering School, Wright Field.

1st Lt. Clements McMullen, Philippines. 2nd Lt. George F. Schulgen, Philippines.

1st Lt. Harold H. Carr, Hawaii.

Major Carlyle H. Wash, March Field, to Panama Canal Zone for duty.

1st Lt. Devereux M. Meyers from Langley Field to Bolling Field.

1st Lt. Joseph W. Benson from Brooks Field to Scott Field.

1st Lt. Robert W. C. Wimsatt from Aberdeen Proving Ground, Md., to Langley Field.

1st Lt. Michael E. McHugo to Langley Field from Panama Canal Zone.

1st Lt. Ernest S. Moon from Hawaii to Chanute Field, Ill.

1st Lt. Wm. C. Farnum to 2nd Div., Ft. Sam Houston, Texas, from Hawaii.

2nd Lt. Alden R. Crawford to Selfridge Field from Philippines.

Major Howard C. Davidson from Mitchell Field to Bolling Field.

2nd Lt. Lee Gehlbach from Kelly Field to Selfridge Field.

1st Lt. Donald G. Duke from Bolling Field to duty with Organized Reserves, 1st Corps Area, Boston, Mass., relieving from that duty Capt. Horace N. Heisen, ordered to Ft. Crockett, Texas.

Major Harvey S. Burwell from Bolling Field to Crissy Field, Calif.

Major John D. Reardan from duty as member of War Department General Staff to duty in Office Chief of Air Corps.

Lieut.-Colonel Chas. H. Danforth from duty at Hdqrs. 4th Corps Area to Selfridge Field.

Major John N. Reynolds from 2nd Div., Ft. Sam Houston, Texas to Mitchel Field.
Major Ira Longanacker from Hdqrs. 1st Corps Area, Boston, to Langley Field, Va.

Officers Detailed to Air Corps

1st Lt. Francis W. Crary, Field Art.	2nd Lt. Thomas E. Binford, Field Art.
1st Lt. Emerald F. Sloan, Infantry	1st Lt. George J. Kelley, Coast Art.
2nd Lt. Laif Neprud, Infantry	2nd Lt. Wm. B. Forse, Infantry.
2nd Lt. Lester J. Tacy, Field Art.	2nd Lt. Kenneth W. Treacy, Field Art.
2nd Lt. Clint L. Taylor, Field Art.	

All of above officers to proceed to Brooks Field, Texas, for flying training.

Officers Relieved from Detail in the Air Corps

Capt. Fenton G. Epling to Fort Barrancas, Fla., duty with 13th Coast Artillery.
1st Lt. Frederick R. Chamberlain, Jr., to 51st Coast Art., Fort Eustis, Va.
2nd Lt. Dwight Harvey to 11th Infantry, Fort Benjamin Harrison, Ind.
1st Lt. Francis H. Kuhn to Quartermaster Corps, duty at Kelly Field, Texas.
Major Lester M. Wheeler to Infantry 2nd Div., Ft. Sam Houston, Texas.

Resignation

Captain Burdette Sheids Wright.

Promotion

2nd Lt. John W. Warren to 1st Lt. with rank from December 4, 1927.

Ordered to Active Duty.

2nd Lt. Leo Katzman, Air Corps Reserve, to Selfridge Field until June 30, 1928.

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CAPTAIN BURDETTE S. WRIGHT LEAVES THE AIR CORPS

Just the plain unvarnished statement that the resignation of Captain Burdette S. Wright, Air Corps, was accepted by the President is all that appears of official record in connection with the severance of relations of this most promising young officer with the military establishment. No one who is intimately acquainted with him will entertain the least doubt that he will set just as fine a mark for himself in civil life as he did in the military service. The best wishes of the entire Air Corps for success in his new venture go with him.

Captain Wright's military service during a period of over ten years leaves nothing to be desired. It is punctuated all along with commendatory remarks of his superior officers.

Born at New Albany, Ind., September 12, 1893, he graduated from Purdue University as Electrical Engineer in 1915. Prior to joining the military service during the War he was employed as Electrical Engineer by a public utility company. He attended the second Officers' Training Camp at Fort Snelling, Minn., chose the Coast Artillery Corps as the branch to which he desired assignment and, after completing training at Fort Monroe, Va., was commissioned a 1st Lieut. and placed on active duty on Nov. 27, 1917. He was ordered overseas immediately and upon arrival in France attended several artillery schools, after which he completed a course in aerial observation and aerial gunnery. He had applied for transfer to the Air Service on January 1, 1918, but it was not until July 13th that his transfer was effected. On that day he was assigned to the 12th Aero Squadron, where he served as aerial observer until several days before the signing of the Armistice. Prior to joining the American squadron he served for a little over a month with a French Escadrille, operating in the Champagne country just west of the Argonne Forest.

His service with the 12th Aero Squadron began just a few days before the allied offensive in the Chateau Thierry Sector, and because of his previous experience with the French Squadron at the front he was sent immediately on important missions. The greatly superior air force concentrated in that sector by the enemy made work over the lines very dangerous, but in spite of this Captain Wright was on some kind of a mission almost every day. This work, especially on Infantry contact patrols, was always carried on with the determination to be of service and devotion to duty that characterizes the best type of soldier. His work in the offensives of the St. Mihiel and Argonne sectors was just as important.

He was cited for distinguished and meritorious service for his successful performance of a very important and dangerous mission in the Argonne Sector,

in the course of which he was attacked by four hostile planes and his own plane was riddled with shells and machine gun bullets.

On another occasion he volunteered to act as protection for a photographic plane which was to take photographs of a locality ten kilometers inside of enemy territory. Before the mission was completed Captain Wright saw hostile planes climbing to attack. Although the odds were greatly against him, he unhesitatingly directed his pilot to attack them in order to save the plane he was protecting. In the combat which followed he shot down one of the hostile planes and was able to hold the others in combat until he saw the photographic plane had safely reached the American lines.

Capt. Wright was awarded the "Ordre de la Couronne" with the rank of "Chevalier" by the Belgian Government.

Upon his return to the United States he was assigned to duty in Washington in the Office Chief of Air Corps, where, as Chief of the Airways Section he worked energetically towards the establishment of adequate landing facilities throughout the country.

Captain Wright served as advance agent for the Around-the World Flight from the time it reached the United States until it terminated at Seattle, Wash. Confronted with many problems which called for the use of tact and sound judgment, the satisfactory manner in which he performed his duty enabled the flight to proceed to its destination with the least possible delay.

Upon his relief from duty in Washington, Captain Wright was transferred to Kelly Field, Texas, where he served as Senior Flying Instructor and as Director of the Flying Department. His services contributed in no small degree to the successful training methods conducted at the Advanced Flying School.

From Kelly Field, Captain Wright was ordered back to Washington for duty in the Office Chief of Air Corps, and he was assigned as Chief of the Information Division.

Captain Wright has flown no less than 31 different airplanes during his career as a flier, and his flying time is well over the 2,000 hour mark.

NOTES FROM AIR CORPS FIELDS

Mitchel Field, New York, January 17.

A fire which destroyed Warehouse No. 3 and for a time threatened the central heating plant and adjoining barracks occurred on Dec. 23rd. The origin of the fire is unknown, but the fact that the building had recently settled made it possible that it was caused by the disarrangement of the electric light wires.

For several years the building had been used as a Post Gymnasium, and the principal loss, in addition to the building, was valuable athletic equipment. It was unoccupied at the time, and the flames converted the interior into a furnace before the fire was discovered.

With startling suddenness, the flames burst through the roof and a cloud of black smoke settled over the post. By heroic measures the post fire department prevented the spread of the flames to the boiler house, the destruction of which would have been a serious loss.

Fire departments from Garden City, Westbury, Mineola, Carle Place and Hempstead responded promptly, and the fire was gotten under control, although little remained but the foundation of the building. It will not be necessary to replace the warehouse as it was already surplus.

Headquarters Philippine Department, Manila, P.I., Nov. 30, 1927.

Department Air Officer: Major W.B. Duty, Department Air Officer, was appointed by the Department Commander to act as one of the umpires during the Philippine Division maneuvers scheduled during the month of January.

Camp Nichols, Rizal, P.I.: Major W.G. Kilner, former Executive Officer, Office Chief of Air Corps, arrived in Manila on the Transport THOMAS on Nov. 30, for a tour of service in the Philippine Department. Upon Major Kilner's request he was assigned to command the 4th Composite Group and Camp Nichols, the principal Air Corps station in the Department.

6th Photo Section: This organization is busily engaged in a number of photographic missions for the Philippine Division and the Department Engineer. The missions for the Division are being completed in connection with the movements of troops and camouflage tests. Those for the Department Engineer are being completed in connection with the Department Military Mapping program of the Philippine Islands. The area being photographed is approximately 500 square miles.

4th Composite Group Headquarters: The usual activities marked the month of November. The Holiday season opened with the celebration of Thanksgiving Day. Captain William D. Wheeler, organization commander and Mess Officer, and Sgt. Adolph G. Wirth, Mess Sergeant, are commended for their ability and efforts in serving such a tasty and delicious dinner. Everybody feels that the Thanksgiving Dinner of 1927 is one to be long remembered.

The "short timers" have been busy preparing for their long voyage home. We are wishing them a pleasant trip and are sure we will miss them.

In the annual Field Meet held during the past month, there was keen competition in almost all of the events and the day was a complete success. Combined units came out second best by a very narrow margin, but will show 'em next year. The Post baseball team, which is well represented by this organization, broke the "Jinx" that had been hovering overhead since the season started. We had two victories in succession and are out for more. Watch 'em go.

66th Service Squadron: Thanksgiving Dinner was served under the shady spreading mango trees with a tropical breeze blowing, keeping the men "cool". How about that, all you men, who are already wearing overcoats this time of year? This occasion also served as a celebration for our high standing in athletics, on the Post Field Meet Day, held on the 22nd, when our representatives won first place. A grievous loss to our office force was the departure of Sgt.-Major Wilbur F. Disoway for duty in the Eng. Dept. of the Philippine Air Depot, to work on carburetors and ignition.

Clark Field, Camp Stotsenburg, P.I.

Third Pursuit Squadron: During the annual record and practice firing of the 60th Coast Artillery (AA) at Clark Field in November, a total of 85 hours and 30 minutes was spent by this squadron towing targets and flying for search

light practices. Thirty-nine hours and 40 minutes of this time was night flying. In general, the work with the A.A. Artillery was run off smoothly, but some difficulty and delay were experienced due to loss of targets, breaking of cables, clouds interfering with visibility, malfunctioning of reels, etc. The entire squadron feels relieved over the completion of the A.A. work and is glad to get back to pursuit work again.

Lieut. and Mrs. Harry Mills left on the December transport for the United States for station at Middletown, Pa. Lieut. Mills was at Clark Field since September, 1925. One of the old timers, he was a very popular and valuable member of the 3rd Pursuit Squadron.

It is with deep regret that we announce the death on November 21st, of Lieut. Matthew E. Finn. Lieut. Finn had taken off to participate in a bombing mission, lost control of his plane at about 350 feet altitude and flew into the ground. Because of his efficiency, pleasant personality, friendliness, and tact he was one of the most popular members of the squadron, and his loss leaves a big gap in our organization.

Lieut. McMullen and family were visitors at Baguio from the 23rd to the 29th and reported a most enjoyable time.

Lieut. Schulgen returned November 18th from a trip on the U.S.S. MacLeish to Siam and way stations. He reports a most interesting trip.

Lieut. Heffley returned on November 22nd from a trip to China and Japan. A recent addition to the squadron is Lieut. Carr, who was transferred here from Camp Nichols.

Kindley Field, Ft. Mills, P.I.

2nd Observation Squadron: Lieuts. Hodges, Mollison and Patrick returned to the fold from leaves of absence outside of the Department and are much enthused over the many delights the Orient has to offer to the tourist. Lieut. Hodges visited Japan and China, Lieut. Mollison gave China a once over and Lieut. Patrick took in Siam, but returned with his guns still cosmoline'd and not a cartridge expended from which it can safely be assumed that that tiger he went gunning for is still happily roaming the jungles. However, he did lug back a wood-eating Buddha, of elephantine proportions, which he claims to have shot down while in full flight.

Lieut. Meloy received another sock on the chin from Mrs. Tuff Luck on November 16th, when, as he was taking off from the Camp Nichols airdrome in an Amphibian, his engine uttered a consumptive grunt, turned over and died. A badly damaged lower right wing and right landing gear wheel resulted P.D.Q. As for the pilot and his passenger, Lieut. Holland, Lieut. Meloy's brief radio report on the accident will suffice - "No scratches".

An "Aloha" mission, piloted by Capt. Adler and Lieut. Hodges, was flown bright and early the morning of November 14th upon the departure of Brigadier-General Frank M. Caldwell, U.S.A., for his new command in the United States, via Europe. The remainder of the officers of the Field, together with the entire commissioned personnel of the Rock, assembled at the Mine Dock at 6:45 A.M. and, to the tune of "California, Here I Come", rendered by the consolidated 91st and 92nd Coast Artillery Regimental bands, bade this popular commanding general farewell and bon voyage.

Of the 100 odd flying hours of the past month, three or four were spent on November 11th in looking for the proverbial needle in the haystack. In this case, the haystack was the China Sea and coastlines over a radius of fifty miles north, south and west of Kindley Field, and the needle was Lieut. D.J. Bailey, C.A.C., who had ventured forth from Fort Frank the day previous in a native bance bound for Corregidor, possessed of more faith, hope and optimism than skill in navigating his tiny craft against waves kicked up by adverse winds. He was reported missing about 4:00 A.M., and forty-five minutes later the first plane took off on the vain hunt, to be followed later by others. Happily enough, the reason for the failure of the long search for trace of the lost seafarer was that he had been picked up during the night by some fishermen and returned the following day to his starting point.

Clang! Bang! Goes the breakfast bell, ushering in a day of days.

'Twas a combined celebration of Thanksgiving Day, Organization Day and a farewell to thirteen popular short-timers.

The morning was to have been devoted to a long list of sports, starting with a five inning baseball game between a team from the upper squadrons, who

announced themselves as "The Topside Bulldogs", and one from the lower squadrons, "The Bottomside Sheiks"; but the battle for supremacy 'twixt the Bulldogs and the Sheiks waxed so hot that all thoughts of other sports were discarded and the first game was followed by a second, and the second by a third. The Bulldogs emerged from the fray victorious and claiming the championship, with the best two out of three. And, to add insult to injury, for the next hour the Sheiks were forced to set 'em up - cold and frequent.

Then came the feast -- not the ordinary holiday feed bag - but a real triumph of the culinary art as prepared and served by our midget Mess Sergeant, Sammy Robinovitz, under the able supervision of Lieut. Meloy, the Squadron Mess Officer. In addition to the officers and ladies of the Post, the following guests of the occasion quite ably demonstrated an uncanny ability to wrap their teeth around the many choice morsels and delicacies placed before them, with never a halt, from soup to nuts: Lieut.-Col. William Lay Patterson, A.G.D.; the first commanding officer of the 2nd Observation Squadron in 1915; Major W.B. Duty, Department Air Officer, and Mrs. Duty; Commander and Mrs. J.B. Cooke, U.S.N.; Lieut. and Mrs. B.E. Gates and Lieut. and Mrs. Hez McClellan, of Camp Nichols.

Capt. E.E. Adler, acting as Toastmaster, gave an interesting resume of the activities of the organization, its ideals and accomplishments. Major Duty very appropriately spoke of his hopes, as Department Air Officer, of accomplishing much to the material benefit of the organization and lauded the high state of efficiency and morale of the command. Col. Patterson offered highly entertaining reminiscences of the trials and tribulations he experienced here at Corregidor in 1916 in getting the newly organized 2nd Aero Squadron to functioning, and noted a sharp contrast between the equipment with which he had to deal and that of the present day. Sergeant Peck presented the sentiment of the enlisted personnel toward this island retreat in a few well-chosen remarks.

Followed a short siesta and then, at 4:00 P.M., the Pearl of the Orient's most distinguished celebrity, one Mr. San Miguel, presented himself on the scene, not in person but in the form of barrels of Liberty brew. He was literally bubbling over with barrels of fun, to the great enjoyment of all. Sergeant Frick and Corp. Hausen Pfeiffer jointly acted as Master of Ceremonies during this event and proved themselves masters of the art by not spilling a drop. Along about 5:30, "Ever-Ready Sammy" again stepped into the breach and augmented Mr. San Miguel's act by serving a tasty buffet supper. Thus the day ended with everybody tired but happy and wondering wotinell paradise must be like.

The souvenir of the day was a pamphlet done in Air Corps colors and containing a photograph of Captain Field E. Kindley, A.C., whose name is perpetuated by Kindley Field; a brief account of Captain Kindley's deeds both in war and peace; a history of the 2nd Observation Squadron; the program of events; the day's dinner menu; interesting snapshots of the Field; a photo of the organization and an organization roster.

First Sergeant Andy Davis, wife and two little Davises; Staff Sgt. Red Hoffman, wife and one little Hoffman; Staff Sgt. G.W. Carr, wife, and one little Carr; Staff Sgt. L.H. McGhee, wife and two little McGhees; Staff Sgt. B.R. Ferrell; Corporal "Leaping Lena" Wright, Corporal Pat. Marinack and Privates Burmester, Engle, Little, Palmer, and the Smith Brothers, make up Kindley Field's contribution to the passenger list of the "Thomas" sailing December 6th. In addition to being the largest contingent to leave this field for the past year, it includes some of the most efficient and popular enlisted men of the command, and it is hoped that replacements will prove of an equal caliber. They carry with them the warmest regards and very best wishes, of the entire command.

18th Pursuit Group, Wheeler Field, T.H., Jan. 6.

The Fokker Transport, which Lieuts. Maitland and Hegenberger left here last June, has been remodeled by the Repair Section of the Hawaiian Air Depot and re-assigned to the 18th Pursuit Group. It is now equipped with wicker chairs instead of spare gas tanks and will be used by both Groups.

The Group suffered a severe loss in the death of 1st Lieut. Robert S. Worthington, who died as a result of an airplane accident on Dec. 8th.

Lieut. Lewis A. Dayton departed on a two months' leave on the December 22nd Transport. He intends to sojourn in California, and when last seen was babbling of Tia Juana, Caesars and Cerveza. We all hope he watches the old waist line.

The Wheeler Field Golf Team, which consisted of Captain Lowell H. Smith and Lieuts. Worthington, Dayton, Stace and McAllister, won the championship of the Schofield Golf Club last month against teams from all the regiments stationed at Schofield and one civilian team. The Group was presented with a beautiful silver plaque emblematic of the championship and silver cups for individual team members.

Lieut. Stace, our golfing star and Operations Officer of the 6th Squadron in his spare moments, tells a good one. "It seems that one of the officers of this Group who is of Scotch ancestry and inclinations, drives out to the field every day and continually uses the wrong side of the road. When asked why he did this, he replied that he was saving his own side." Aloha.

Crissy Field, Presidio of San Francisco, Calif., Jan. 6.

Second Lieut. Orie W. Coyle, Reserve, made a cross-country flight to Modesto, Calif., Dec. 3rd, for the purpose of a conference with the local chapter of the National Aeronautic Association of that place.

Lieut. Willis R. Taylor, with Pvt. 1st Cl. C.F. Flick, as photographer, flew to San Luis Obispo, Calif., Dec. 5th, for the purpose of making aerial mosaics of the proposed National Guard Reservation.

Major G.C. Brant, 1st Lieut. Willis R. Taylor, Master Sgt. Thomas J. Fowler, and Col. Fred Hussey, Organized Reserves, made a cross-country flight to Yreka, Calif., Dec. 8th, to inspect landing fields in the Sacramento Valley.

First Lieut. Willis R. Taylor, 2nd Lieuts. G.A. Jones (Reserve) and O.W. Coyle, as pilots, with 2nd Lieuts. W.J. Paul, Wentworth Goss and 1st Lieut. Dean Ferran (Reserve) as observers, made cross-country flights to Los Angeles, Calif., for training purposes.

Fort Crockett, Galveston, Texas, January 4.

The project of the new Attack Group bombing range was completed and it was put into use during the week preceding Christmas. It is located on Fort San Jacinto Military Reservation, east of Galveston, between the Gulf of Mexico and the Seawall, an ideal location insofar as the terrain and surroundings allow. During the past season the Attack Group practiced bombing by using dummy bombs loaded with sand dropped on a target on one corner of the airdrome, bombs being recovered for further use. All bombs in dummy practice were numbered, consequently an accurate score was kept for each pilot's practice. As a result, when live bombing was started on the new range, it was found that excellent results had been developed from the dummy bombing practice, and it is considered that the use of dummy bombing is well worth while during the early part of the season.

Ground training for the period Dec. 15-24, 1927, consisted of garrison classes and Infantry drill for all enlisted personnel. For commissioned personnel, ground training consisted of lectures on air tactics by Lieut. G.A. McHenry, and lectures on Military Correspondence by Lieut. H.W. Anderson. Aerial training consisted of aerial gunnery, formation flying, dummy and live bombing. The period Dec. 24 - Jan. 2, was declared a holiday, during which time no operations were scheduled, although numerous cross-country flights were made.

The following cross-country flights were made by personnel of the field: 2nd Lieut. G.C. McGinley, pilot, with Lieut. H.M. Turner, Sgts. Small, Fiertag, and Pvt. Armstrong as passengers, flew in the Transport to Pearsall, Texas, Dec. 12th, returning on the 18th; 2nd Lieut. L.W. Desrosiers with Pvt. E.O. Johnson to Kelly Field, Dec. 17th, returning next day; 2nd Lieut. H.M. Newstrom with Lieut. Pennington to Kelly Field, Dec. 17th, returning next day; 2nd Lieut. R.D. Johnson with Lieut. Cabana to Brooks Field, Dec. 18th, returning same day; 2nd Lieut. I.M. Palmer with Pvt. Gay to Dallas, Texas, Dec. 24th, returning the 26th; 2nd Lieut. G.H. Acheson with Lieuts. Cabana, Desrosiers, Hitchings and Johnson, Pvts. Evans and Dietz, as passengers, in the Transport, to Kelly Field, Dec. 24th, returning the 26th.

Second Lieut. Reginald Heber, in the Thomas-Morse O6 of the 8th Squadron, flew to Lake Charles, La., Dec. 31st, and was to have returned the next day with Sgt. Bihani as passenger. He was delayed until Jan. 2nd, when the plane crashed in taking off. Neither of the occupants was injured, but the plane was wrecked.

The holiday season at Fort Crockett was enjoyed in the usual enthusiastic

manner by members of the Third Attack Group. Several officers and men took advantage of the holiday season on leave of absence and furlough.

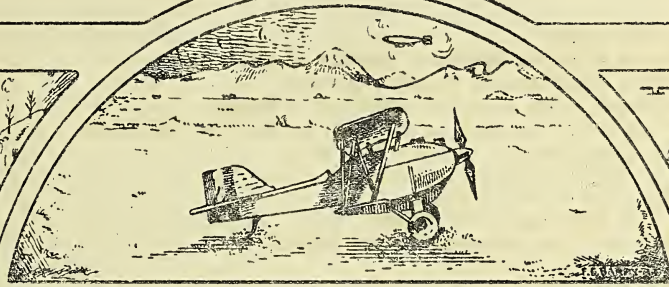
The Post Christmas Tree programs, under the supervision of Chaplain George R. Longbrake, assisted by ladies of the Post, were magnificent in their conception and without precedent in the history of this organization.

Several post and private entertainments were given by commissioned and enlisted personnel.

The Fort Crockett Basket, for the Christmas donation to the poor of Galveston, conducted under the supervision of Mrs. Irene Flowers, of the Commanding Officer's office, was generously contributed to by various members and organizations of the command.

On Dec. 27th the officers and ladies of the post entertained at their first annual Holiday Ball in the ballroom of the Air Corps Club of the 3rd Attack Group. The ballroom was decorated with a holiday motif of rose lights, combined with evergreens from the State of Washington and Spanish moss from Dickinson, Texas. The occasion presented an opportunity for two innovations, the use of a screened-in veranda, lately added to the club as a winter lounge, and the presentation of a heraldic shield to the Group for use over the mantel. The shield is about 4 ft. high, formed of walnut, bearing the full coat of arms of the Third Attack Group in oils, and carrying a brazed pyramidal border, conceived and executed by officer personnel of the Group. About 200 persons attended the ball.

Both pilots and line personnel are eagerly looking forward to the delivery of the new Curtiss A-3 Attack plane which, from all reports, will be one step nearer the pilot's dream and the mechanic's heaven than anything yet assigned to the Group as an operating vehicle.



Air Corps

News

Letter



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE FLYING LABORATORY

By A.M. Jacobs

Sometime ago the Army Air Corps purchased three C-2s (Fokker tri-motor cargo monoplanes). One of these was made famous by the Maitland-Hegenberger flight and is at present in Hawaii. The second is being used by the War Department in Washington, and the third is at Wright Field, Dayton, Ohio, having been recently fitted up as a "flying laboratory" for the testing of radio, instruments, night flying, and other equipment. Because of the roominess of the cabin and the increased safety offered by the three engines, this plane is peculiarly fitted for this work, for it is hoped with it to try out the different types of avigational equipment under all conditions, making flights over rough country, at night and in storm in order to gather as complete data as possible and learn thoroughly the limitations and possibilities of each type. The ultimate hope is, of course, that aviators' pot of gold at the end of the rainbow - the development of equipment by which airplanes can fly safely irrespective of weather conditions or landmarks.

The pilot's instrument board in the C-2 shows the latest types of vertical instruments, also check instruments of the round-dial type. The most advanced type of magnetic compass, the B-5, is installed. An aperiodic compass, that is, one which is so damped that it does not require the regular nine second period in which to come to rest upon being swung from normal position, is also installed. The earth inductor compass has its place.

The main portion of the cabin is given over to radio installations. First, just to the rear of the pilot's cockpit is installed an SCR-155 interphone and an SCR-134 transmitting and receiving set, the standard types used for all sending and receiving purposes during flight, including the reception of radio beacon signals. To the rear of these sets is a long shelving, upon which experimental, or "breadboard" models are set up. Here are two model transmitters which utilize short waves from 75 to 100 meters. When perfected these will be lighter in weight and have a much greater range than the present standard SCR-134 set.

Three types of power input for radio sets are installed in this plane for test purposes. The wind driven generator, on the left, furnishes filament and plate supply for the radio sets. Another system, consisting of two storage batteries and two dynamotors, one large and one small, for operating the various transmitters are placed under the shelving in the cabin. The batteries are kept charged by a standard 12-volt generator located on the left engine. The battery that is charging is used for transmitting; the one off charge is used for receiving, and the operator may switch from one to the other at will. The third method utilizes a two voltage generator, installed on the right engine, which furnishes plate and filament current direct to the radio transmitters. If successful, this method will eliminate the necessity for battery and dynamotor, as used in the present standard SCR-134 set, which will make for one-third reduction in weight and much greater simplicity of installation.

The most interesting item on the "breadboard", perhaps, is the experimental telmechanical system which is to be used for the transmission and reception of code messages. What, from appearance, might be an automatic telephone dial, using the same figures, 0 to 9, employed by the telephone, confronts the operator with a message to send. Before him would be a code book with messages numbered 1 to 99, inclusive. On the instrument he would dial the number of message he desired to send. On the wall above is a small boxlike apparatus, with two columns of figures, each column numbering from 0 to 9. As he dials, the number of his message is lighted on the little box above, so that he may see that he has dialed correctly. This message may be picked up by a ground station or another flying plane. It would have meaning, of course, only to

those in possession of the code. In the reception of a message, a certain number or numbers would be lighted on the box, which by referring to his code book, he would immediately interpret. This system combines the advantage of code transmission and radio telephone transmission of signals, since it is as easily learned and operated as a telephone and has the distance penetration qualities of code transmission.

A capacity altimeter is under construction and will soon be added to the equipment now being tested in the flying laboratory. It is expected that some such instrument will supply the aid so sorely needed for safe flying and landing in fog.

Due to the spaciousness of the cabin of the C-2, almost any work may be carried on here that would be done in connection with the same equipment in a ground laboratory. Minor repairs may be made in the air, circuits changed, delicate measurements taken and other important test work carried on. Antenna measurements are contemplated in order to ascertain the most advantageous reel lengths for the various kinds of receiving and transmitting sets used in flight.

To the rear of the main cabin is an enclosed cabin where aviation tests will be performed with the sextant and drift indicator. An opening in the ceiling, through which the aviator may thrust head and shoulders, permits a full observation of the heavens and downward past the tail of the plane. Experimentation in the comparative value of different sound proofing materials will also be carried out here, this cabin being lined with different qualities and types from time to time.

Considering the efficiency of the plane and personnel engaged in this work, and the type of equipment under study, some very interesting results should be achieved.

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ADVANCED FLYING STUDENTS PRACTICE BOMBING AT GALVESTON

The Bombing Section of the Air Corps Advanced Flying School, Kelly Field, in command of Lieut. John W. Monahan, Air Corps, conducted its training, January 8th to 14th, from the Third Attack Group airdrome as a base, bombing a sunken wreck several miles east of Galveston. The bombing section consisted of five instructors, nine flying cadets and twenty-five enlisted men. The equipment consisted of six Martin Bombers and two DH planes. Results of the practice were extremely satisfactory from all standpoints.

On January 12th Brigadier-General Frank P. Lahm, U.S.A., Commanding General of the Air Corps Training Center, arrived by air, accompanied by his pilot, Captain McDaniel. General Lahm spent the day inspecting the bombing section and was entertained by officers of the Third Attack Group at the Air Corps Club. He and Captain McDaniel returned by air to San Antonio in the evening.

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ELLINGTON FIELD CONSIDERABLY DAMAGED BY FIRE

Grass fires originated north of Ellington Field, fanned by a high north wind, blew down on this wartime aviation field and burned to the ground eight buildings, including three hangars, bachelor quarters, warehouses and the Officers' Club building. Immediately upon notification at Ft. Crockett, the Third Attack Group dispatched two airplanes, an O-6 all metal plane (Lieut. G.A. McHenry, pilot) and a Douglas Transport (Lieut. H.W. Anderson, pilot) carrying a fire fighting detail. The Houston Fire Department was called and responded promptly from a distance of 17 miles. Practically all of the landing field, which had been covered with high grass, was burned over. There now remain at Ellington Field only two hangars, Nos. 18 and 19, one set of married officers' quarters, one partly salvaged warehouse and the old Commanding Officer's set of quarters. It is greatly to the credit of the caretaker, Sergeant Hugh Barr, Q.M.C., and to his excellent judgment and quick action that the remaining buildings were not destroyed.

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COLONEL LINDBERGH TAKES A LITTLE VACATION IN PANAMA

Colonel Charles A. Lindbergh arrived in Panama on January 9th on his tour

of Central and South America. Lieut. J.T. Cumberpatch, Air Corps, was appointed liaison officer with the Panama Government and in charge of the crew at the place of landing. Lieut. R.W. Douglass, Jr., was appointed aide to Colonel Lindbergh.

January 9th and 10th were spent in the Republic of Panama. On the 11th Colonel Lindbergh flew from Panama City to France Field, spending that day in the Canal Zone and the following day in Colon. At France Field the "Spirit of St. Louis", was placed in the repair shops for a thorough inspection. Lieut. D.L. Hutchins, Air Corps, Engineer Officer, was in charge of this work.

On January 13th the French aviators -- Dieudonne Costes and Joseph Lebrix -- arrived in the Republic and were welcomed by Colonel Lindbergh. After the strain of receptions and other social functions which the famous flyer has been going through for the past nine months, he decided to take a vacation. A plane was assigned to him from the 24th Pursuit Squadron, and on January 14th he and the squadron headed for David and the mountains of Chiriqui for a week's vacation. The first two days were spent at Don Salvador Jurado's ranch on the slope of the Chiriqui volcano near Porterillos. From the ranch, 14 of the party set out on horseback for the thirty miles to Boquette. The night was spent at Joe Wright's hotel.

On the following day the party split, most of the members of the 24th going back to Porterillos, and the Lindbergh party, consisting of Colonel Lindbergh, Colonel Fisher, Lieuts. McDonald, Gaffney and Douglass, going to the Moniche Coffee Plantation further in the mountains. The two days up at the plantation were spent hunting deer and digging up the old Indian pottery graves. The entire squadron met again at David on the 21st and returned to France Field in squadron formation.

Colonel Lindbergh spent the remainder of his time at France Field as the guest of Colonel Fisher. On the 24th and 25th he cruised around the Pearl Islands in search of fish. He left France Field on the 26th for Cartagena, Colombia.

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POPE FIELD COOPERATES IN BOMBING OPERATIONS OVER PEE DEE RIVER

The Langley Field personnel and equipment arrived at Pope Field, Fort Bragg, N.C., on the morning of December 17, 1927, to begin its work in connection with the bombing tests and final demolition of the Swift Island bridge over the Pee Dee River near Aboermarle, N.C.

Pope Field in its entirety was turned over to our Langley Field visitors, even to the extent of vacating the Operations Office and as many of our hangars as was possible. Within an hour or two after arrival, the 2nd Bombardment Group was operating smoothly and plans were completed for actual operations which were to begin on the following Monday morning. Original plans called for approximately 20 missions to be flown daily, and the consequent schedule which was drawn up depended for its success on the close cooperation of all concerned.

At exactly 7:00 o'clock Monday morning, December 19th, the first bomber left Pope Field on its 65 mile journey to the bridge, and from that time on the schedule was, with only a few interruptions, strictly adhered to. The ships worked in pairs, two being at the bridge and two ready to leave Pope Field on scheduled time. Excellent radio communication between Pope Field and the bridge was maintained constantly, using the Pope Field radio truck and personnel for this important phase of the work. The communication detachment was able not only to maintain its prearranged schedule but, in addition, worked hard and faithfully in handling emergency calls and requests. All repairs, changes or adjustments had to be made before or after "business hours" so to speak, and the question of eating and sleeping was of secondary importance. Credit is due and is given for the spirit which prevailed at all times.

During the week's operations this vicinity was visited by the coldest weather of the season. It was clear but extremely cold, and a howling north wind added to the difficulties encountered. As the last mission was completed somewhere near 4:00 o'clock in the afternoon, it was no little task to completely drain some 12 or 15 ships and to make them secure for the night.

It was only through the excellent messing arrangements provided by the Service Battery of the 5th Field Artillery that the men could be sent up in

small groups for greatly needed hot coffee and food and return again after darkness had fallen to complete the necessary work. Here again credit is due and given. The Officers' Club provided the same generous assistance in taking care of the visiting officers. Long before daylight the Pope Field detachment was busy heating oil and water to enable the first mission to leave on schedule. Although an oil heating truck was sent from Langley Field, it could not possibly meet the demands of so great a number of ships. The engineering department at the field solved the difficulty by means of a hastily constructed oil heating furnace. It was necessary to have a fire going under this at 3:30 in the morning to heat the necessary oil and water. This in itself was a job well done.

To the supply department goes the credit of keeping an accurate account of all gas and oil expenditures. They were masters of the situation, however, even though it meant detailing one man to stay with each gas truck or servicing detachment. The small Pope Field detachment was distributed wherever its services were needed. A week's operations through intense cold, involving long hours of work from before daylight until after dark, 20 missions flown daily, with no accidents of serious trouble of any nature, was made a success through the earnest efforts of all concerned. This in itself is a tribute to each member of the organization.

Letters were received from The Adjutant General of the Army, by direction of the Secretary of War, commending the organizations which assisted in the project, and with them comes the satisfaction and knowledge of a duty well done.

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PROPOSED MUNICIPAL AIRPORT FOR NEW YORK CITY

Mayor Walker's Airport Committee, which has approved Barren Island as the best available site for a Municipal Airport for New York, flew from Mitchel Field on January 20th in a three motored Fokker cabin monoplane for a further survey of airport sites in the metropolitan district. Lieut. Lester J. Maitland piloted the plane, and with him was Captain R. G. Ervin, A.C.

The plane for the flight was loaned by Assistant Secretary of War F. Trubee Davison, who has been assisting city officials in the selection of airport sites. In the party were Michael J. Cosgrove, Commissioner of Docks, representing Mayor Walker; Arthur S. Tuttle, Chief Engineer of the City of New York, representing the Board of Estimate and Apportionment; T. E. Kelly, Engineer of the Dock Department; former Commander Jacob H. Klein, who at one time commanded the U.S. Navy dirigible Shenandoah; E. B. Kelly, Treasurer of the Industries Development Corporation, and Peter J. Brady, President of the Federation Bank and Trust Company of New York City.

In spite of high winds, the party stayed in the air nearly three hours, during which time they visited the Juniper Valley airport site in Middle Village, Queens; Flushing Bay site and the two Bronx sites at Hunter's Island and Old Ferry Point; Teterboro Airport at Hasbrouck Heights, N.J.; Port Newark, Hackensack Meadows, and Hendley and Miller Fields.

While Barren Island is being urged by the committee as the first site to be developed, the fact that it contains 860 acres of city owned land which is at present not to be used is its strongest talking point. The location, which is a considerable distance from lower Manhattan, leaves much to be desired. Mr. Brady and other citizens who are donating their time in the interest of an airport for New York feel that Barren Island will be an opening wedge to a chain of airports which will serve the greater city.

The other sites under consideration are privately owned, and expensive condemnation proceedings as well as the delay of years would cool the enthusiasm of the citizens of New York before even a start was made. Barren Island which has served as a municipal dumping ground for many years, is immediately available, and for a comparatively few thousand dollars runways could be laid out and in use this Spring. Even at present it is possible for planes to be landed there.

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NEW SYSTEM OF TRAINING AT KELLY FIELD

Beginning March 1st the new system of student training will go into effect at the Advanced Flying School at Kelly Field. Under this system all student pilots will receive primary and basic advanced flying training at March or Brooks Fields, coming to Kelly with sufficient experience and flying training to go immediately into transition and thence to specialized work. The duration of the course at Kelly Field will in the future be four months instead of six, as in the past. All students will take the Observers' Course in addition to one other phase of specialized training. Thus each student will graduate as a qualified airplane observer, as well as a Pursuit, Bombardment or Attack pilot.

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COMBINED MANEUVERS AT KELLY FIELD

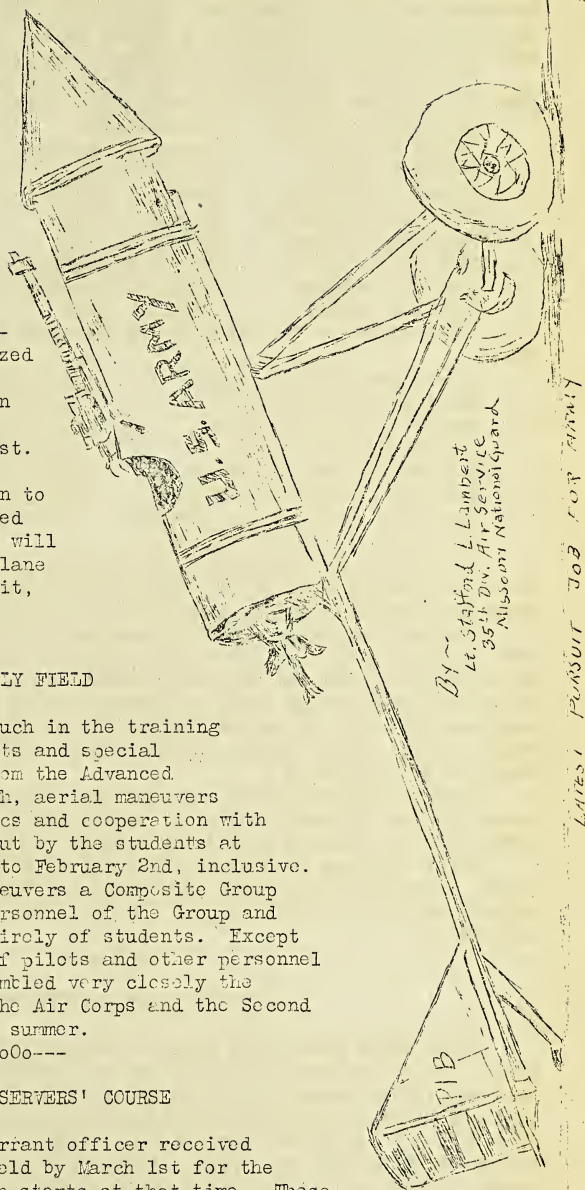
As a final finishing touch in the training of the class of student pilots and special observers which graduated from the Advanced Flying School on February 4th, aerial maneuvers employing combined air tactics and cooperation with ground troops were carried out by the students at Kelly Field on January 31st to February 2nd, inclusive. For the purpose of these maneuvers a Composite Group was formed, the operating personnel of the Group and squadrons being composed entirely of students. Except in scope and in the number of pilots and other personnel employed, the maneuvers resembled very closely the combined maneuvers held by the Air Corps and the Second Division at San Antonio last summer.

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ASSIGNMENTS FOR NEW OBSERVERS' COURSE

Six officers and one warrant officer received orders to report to Kelly Field by March 1st for the Special Observers Class which starts at that time. These are - Major William C. McChord, Chanute Field; Captain Arthur W. Brock, Jr., Bolling Field; 1st Lieut. William J. Flood, Langley Field; 1st Lieut. Walter B. Hough, Mitchel Field; 1st Lieut. Newton Longfellow, Mitchel Field; 1st Lieut. Paul C. Wilkins, Crissy Field; and Warrant Officer Leland D. Bradshaw, Langley Field.

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STUDENTS GRADUATE FROM ADVANCED FLYING SCHOOL

Clad in snappy new uniforms and jubilant at the thought of a year's work well done, 26 Flying Cadets and 3 officers filed into the Officers' Club on Saturday morning, February 4th, and received their pilot's wings and certificates of graduation from the Advanced Flying School, Kelly Field, Texas. With them were 15 officers of the Air Corps who graduated as Special Observers.

The officers to receive their wings were 2nd Lieuts. Rogers A. Gardner, John G. Moore and Eyrle G. Johnson. The Cadets were -

Clifford V. Abbott	Frank Corson	Kenneth V. Beer
Julius A. Barr	Edward J. Eshleman	Gordon S. Darnell
George L. Boyd	Lilburn D. Fator	Lewis M. Gravis
Robert L. Hopkins	Jordan F. Hancy	Alexis Klotz
William C. Kingsbury	Harold J. Hough	Royal Leonard
Clarence T. Mower	Norman H. Ives	Arthur C. Lybarger
Paul E. Reeder	Edward L. Meadow	Cameron T. Robertson
Elwell A. Sanborn	James D. Cleveland	Herbert C. Sherman
Gerald M. Smead	Edgar R. Todd	

Officers who graduated from the Advanced Flying School as Special Observers were-

Lt.-Colonel Seth W. Cook	1st Lieut. Alfred L. Jewett
Major Ira Longanecker	1st Lieut. Frederick M. Johnson
Captain Vernon Lee Burge	1st Lieut. Bennett E. Meyers
Captain Edmund W. Hill	1st Lieut. Charles T. Skow
1st Lieut. James E. Adams	2nd Lieut. James F. J. Early
1st Lieut. Charles H. Dowman	2nd Lieut. John George Salsman
1st Lieut. Gilbert Shaw Graves	2nd Lieut. John Albert Tarro
1st Lieut. Harvey H. Holland.	

The graduation exercises were preceded by an inspection of the Air Corps Advanced Flying School flying equipment by Major-General Thomas Q. Donaldson, Brigadier-General Frank P. Lahm, and Lieut.-Colonel James A. Mars.

General Donaldson, principal speaker on the program, told his audience that their smartness of dress and manner as they appeared for final inspection on Saturday morning had not been excelled by any body of troops, regardless of classification, at any similar ceremony at any post in the 8th Corps Area during his duty therein. He traced the history of flying from the time of the first crude machine of the Wright Brothers which lifted itself momentarily from the sands of Kitty Hawk, N.C.

General Lahm expressed the hope that the majority of the graduates would elect to take the examination for commission in the regular service. He then presented the students with their reserve commissions.

Major Clarence L. Tinker, Assistant Commandant, handed the flyers their wings. Chaplain J.H. McCann pronounced invocation and benediction. A band concert by the 9th Infantry band from Fort Sam Houston was a feature of the exercises.

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MITCHEL FIELD VISITED BY GALE

Gales which have blown almost continuously in the vicinity of Mitchel Field, L.I., New York, for about ten days culminated on January 25th when the wind attained a velocity of 72 miles an hour. For a time it appeared certain that some of the cantonment buildings would collapse under the force of the wind, but the damage was confined to strips of roofing paper being torn from nearly every roof on the field. In spite of this condition of unusually high winds, flying continued without interruption, although there was a considerable curtailment at the adjoining civilian flying fields.

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"ED" DISCOURSES ON TOY ELECTRIC TRAINS

Wright Field, Dayton, Ohio.
January 26, 1928.

To the Editor,
Air Corps News Letter,
Washington, D.C.

Dear Mister Editor -

Well the holidays are over now & we can all go back to work & rest up.

But it certainly was exciting around here for a couple of days after Christmas because Santy Claus had left a lot of swell toys like fire engines electric trains dumbo trucks & the etc at the different houses which made it necessary for we older & more experienced boys to run these things & see what made them go & everything for the benefit of the littler kids who thought they owned them & would only have played h--l with them anyway if we had left them have them.

Of course Santy Claus left nothing but a lot of dolls & stuff like that at some of the houses which must have been a big disappointment to the big boys in those houses that had hoped all their life for cranes & erector sets & steam engines because it seems like the rules are you cant have any real mechanical toys at any house where there isnt at least one little boy around 6 mos old or over. Santy claus didnt pay no attention to the rules in Shak Blairs case because Shak got a dandy electric train & as the only kids around his house are him & a little girl 3 yrs old named Barbara its easy to see who the train was for.

But thats an exception because Santy claus is more likely to hold out on you to some extent. Take for example Daddy Breene & he had been a pretty good boy & he wanted to get a train with a regular minniature steam locomotive & he got a catalog from England where they have got the right idea & a boy isnt alloud to have a train until he is 30 yrs old & has saved up a lot of Ginneys (English for Jack). Well we talked it all over & at one time me & Eddie Page & Bayard Johnson had Daddy pretty near convinced that what he had to have was the GARDEN SIZE RAILROAD where you lay the tracks around the garden & all us boys were going to hel p Daddy run it. Everything would have been fine only Daddys wife got ahold of a pencil & paper some place & went & done a lot of figuring on him. Well I dont know much about mathematicks & finance, but it seems that after Daddy had payed the 150 Ginneys (English) which is around 750 Bucks(Chicago) & the duty & everything he would have to buy the house next door & tear it down to fix up little hills & rivers & everything to put under the railroad like the picture in the catalog & it would come to about 25 thousand dollars (\$) in round nos. So Lila Breene Daddys wife went down to a dept store & fixed it up with Santy claus to bring him a stationery steam engine that has a fly wheel & puffs & everything just like the one down at the gas & electric works only smaller. But Daddy says that next year him & little Gåle aged 2½ yrs are going to have a regular train in spite of hell & high water.

However running a railroad isnt all its cracked up to be on account of the little kids always butting in & acting like they owned everything. I know how it is because Santy left an electric train at our house for me 3 yrs ago & I invited all the boys in around the neighborhood & we all took turns working the switches & the thing that starts & stops the train. There was me & George Bret & Eddie Page & Harold Bartron & Jack Colgan all playing together quietly & well behaved like little gentlemen until some of the real young kids come around & begun to holler & make a fuss because we shoved them away & told them gwen & play with your own things read a book or something because what did them little kids 4 yrs old know about railroading nothing. But the little kids mothers got sore & said I should certainly think you big boys could find something better to do than spoiling the little inocent childrens fun on Christmas & arent you ashamed supposing little Bill did short circuit the third rail with thescissors is that any reason why a lot of big strong men have got to yell at the child & make him cry there there darling daddy is going to washington on tuesday & if he dont make a better job of landing at Uniontown than he did the last time he will have enough railroading to hold him for a while & you can play with the train all you like sweetheart. You know how mothers are Ed.

Well finely Sam Frierson got the kids out in the kitchen where they was delighted & addumbfounded watching what Sam could do to a cold turkey & so us boys managed to have a lot of fun excepting Harold Bartron who kind of got his mind off of railroading when he heard Sam eating out in the kitchen. That was 3 yrs ago & Sam is in Boston, Mass now learning the embattled farmers at M.I.T. military aeronautics & he wouldnt remember hardly anything about incidence such as the above. We wouldnt refer to them eyther only this paper dont have a very big circulation on Beacon St & so Sams Boston, Mass social standing wont suffer any. Its only fair though to warn Sam that when he comes back to Dayton

Ohio he will be shot in his tracks upon the first broad A as in BAWTH.

Well Mister Editor I will have to close now hoping that Santa claus was kind to all my young friends in our fair capoitte & I read your paper regularly & am 40.yrs old & wrote this letter all myself.

Yrs truly,

Ed.

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AIR CORPS SUPPLY SITUATION IN PHILIPPINES

The transition of the Philippine Air Depot at Rizal, P.I., from a branch to an Air Intermediate Depot is rapidly taking place.

Four American Civil Service or soldier key men will operate the Depot Supply Department, with such native personnel as is necessary. The soldiers at present on duty are being relieved as rapidly as native personnel can be properly trained. The Station Supply of the Philippine Air Depot and Camp Nichols will be operated with one American Civil Service Chief Clerk and such native assistants as are required. The key men for the Engineering Department and Inspection are being secured through the discharge of competent soldier personnel who are accepting positions as Civil Service employees. Natives and Chinese are replacing the soldiers in the Repair Department as rapidly as funds will permit.

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KINDLEY FIELD PERSONNEL PARTICIPATE IN MANEUVERS

Acting as Division Air Service, the period from December 12th to the 16th was devoted to the 33rd Infantry Brigade maneuvers in preparation for the annual Philippine Division maneuvers held in January. The entire commissioned personnel and all aircraft equipment of Kindley Field, P.I., were on the go each day from early morn until late in the evening and flew a total of 21 aircraft hours on reconnaissance, liaison, contact, photo and attack missions which provided no little valuable information and experience in radio communication from plane to plane, plane to ground and vice versa.

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MORE ABOUT LANDING OF AIRSHIP ON ROOF OF BUILDING

By the Langley Field Correspondent

The correction appearing in the January 7, 1923, issue of the LEWS LETTER under the title of "First Landing of an Airship on the Roof of a Building", in the form of a letter from Captain Howard A. Scholle, Air Res., and a note corroboration by the Editor is correct, and the statement made in the original story of the recent feat of the personnel of the 19th Airship Company that this is "The first successful landing on a building of a Lighter-than-Air craft in the history of aviation" is inaccurate. On the other hand, the landing to which Captain Scholle alludes, according to information secured from reliable sources, was accomplished under favorable conditions and after extensive preparation had been made.

Among the favorable conditions above mentioned are the fact that the landing was made on a specially constructed platform on a building considerably higher than those surrounding and with a fair wind blowing. In making the landing, the ship was brought to a hovering position high above the platform and a long rope dropped down. Then, with a winch especially built on the platform, the ship was hauled down. The landing which was made by the personnel of the 19th Airship Company, using a TC type airship, was effected without a moment's previous preparation.

With practically no wind blowing to help slow up the ship, the landing was made on the roof of the Newport News High School in the same manner in which a normal landing is made on the flying field. No long ropes were used, and the ship came in at a speed of ten or twelve miles an hour, dropped the short maneuvering ropes, and the maneuvering party on the roof pulled her down amidst numerous obstacles such as ventilators, flag pole and chimneys, which extended above the height of the car itself. The ship remained on the roof long enough to discharge and take on passengers. It then took off for its home station with the same ease in which it was landed.

"When I say undress I mean Undress
 Take off those SOCKS!!"



By Stafford L. Lambert
 35th Div. Air Service
 Missouri Nat'l Guard

That first 609.

ENLISTED MEN QUALIFY AS FLYING CADETS

Eight enlisted men of the Army Air Corps recently qualified for appointment as Flying Cadet. They have been ordered to proceed to Brooks Field, San Antonio, Texas, and to report upon arrival to the Commandant of the Air Corps Primary Flying School not later than February 29th. The men who are scheduled to spend the next eight months at the Primary Flying School, provided they escape the clutches of the "Benzine Board", are - Privates Jack H. Neale and Theodore R. Smith of Mitchel Field; Privates Bramon I. Mills and Byron S. Warner of Bolling Field; Private James A. Strohl of Langley Field; Privates James I. Mills and Paul R. Sutherland of Chanute Field, and Private Al Nugier Booth of Brooks Field.

LANGLEY FIELD OFFICERS VIEW AIRPLANE CARRIER

The officers of Langley Field, Va., were recently extended an invitation by the Commanding Officer of the Airplane Carrier, SARATOGA, to visit his ship, which was anchored in Hampton Roads. A boat was sent to meet the officers at Old Point Comfort and upon being taken aboard they were shown completely over the ship. Officers were sent along to explain the different features of the vessel and, as a result, the Langley Field officers learned quite a lot about the kind of work performed by their brother officers and the conditions under which they work. Everyone appreciated the fine opportunity presented to see this newest of Airplane Carriers as well as the courtesies extended by the officers of the "Saratoga".

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THE AIR SERVICE CLUB AT DENVER, COLORADO

The organization of the Air Service Club, Inc., of Denver, is the outgrowth of a desire upon the part of local wartime pilots to perpetuate their flying and to participate in the present rapid development of aeronautics, but not for profit. From its inception in July, 1926, it quickly assumed a dominant role in the aeronautical development of this region.

A commodious club house was erected at Lowry Field, home of the 120th Obs. Squadron, Colorado National Guard. Through this arrangement the club house is tax free. The materials and labor were donated by public spirited citizens of Denver.

A majority of the members of the Club are rated pilots of the Army, Navy, Marine Corps, or civilian pilots under the Department of Commerce. The remainder are citizens of Colorado who have made definite contribution toward the development of aeronautics in this State. Practically all the rated airplane pilots in Denver are members of this Club.

An important function of the Club is a weekly luncheon held each Thursday at the Denver Tea Room. The large attendance at these luncheons is an evidence of their popularity. Given for social benefit they make possible the frequent interchange of ideas upon aeronautical matters. Here new developments in motors, ships and equipment are reviewed and all matters pertaining to civil and military aviation, especially in Denver and Colorado, are discussed.

Visiting flyers and those interested in aeronautics are urged to communicate with the Secretary immediately upon arrival in Denver for the purpose of arranging to attend these luncheons.

The affairs of the Club are controlled by a board of seven directors. The officers are: Horace F. Phelps, President; Chas. W. France, Vice-President; Cecil H. Braddick, Secretary; and Ralph W. Hall, Treasurer. Correspondence upon aeronautical matters from other similar clubs is invited.

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WORLD FLIGHT COMMANDER ASSUMES ROLE OF AERIAL POLICEMAN

Captain Lowell H. Smith, Air Corps, recently assumed the role of aerial policeman while engaged in target practice and forcibly demonstrated the value of a pursuit plane, equipped with a Browning machine gun, as a law enforcer.

The erstwhile leader of the world flight was returning from tow target gunnery practice and was flying alongside the target ship. When about two miles from Wheeler Field, Schofield Barracks, T.H., the target became separated from the plane and fell on a dirt road running through a cane field. Up galloped a plantation worker on a big black horse, with visions of many beautiful shirts contained in the big piece of cloth which had fallen miraculously from the blue sky. Dismounting, he quickly folded the target under his arm and started galloping away, paying no attention to the frantic waving of arms and diving of Captain Smith's plane and the target DeH.

Quickly estimating the situation and desirous of knowing his score for the morning's shooting, Captain Smith arrived at a decision. Loading his gun, he judiciously planted a few shots just ahead of this particular one of the "Four Horsemen". The "music" from the Browning had the desired effect, for the dashing horseman pulled up sharply, did an about face and proceeded to restore the target to its original position with all possible haste. A motorcycle was

later sent out to bring it in, but for some reason or other Captain Smith would not divulge the extent of his score.

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NEW PIRATE BOMBER AT BOLLING FIELD

The first of more than a score of the latest type of bombardment planes, ordered by the Government for the Army Air Corps, landed at Bolling Field this noon on its way to Dayton, Ohio. The ship is being piloted by Lieut. Edwin R. McReynolds.

On its arrival here, the bomber, which wears the graphic name of "Pirate", was inspected by Assistant Secretary of War F. Trubee Davison, in charge of Army aviation; Major General James E. Fechet, Chief of Army Air Corps and members of Congressional committees handling Army legislation, including Senator David A. Reed, Chairman of the Senate Military Affairs Committee.

The "Pirate" is a veritable flying fortress. It is capable of carrying more than a ton of bombs and can stay in the air from six to seven hours. Its cruising radius is about 500 miles. In other words, it can reach an objective 250 miles from its take-off point, drop its deadly load and return.

Twenty-five "Pirates" have been ordered for the Army Air Corps. They are built by the Keystone Aircraft Corporation of Bristol, Pennsylvania. Edward Gott of that Company announced that deliveries will be made at the rate of one plane a week. According to present plans, nine "Pirates" will be stationed at Langley Field, Virginia, five in the Canal Zone, five in Hawaii and five in the Philippines.

The new bomber is a biplane with a wing spread of 67 feet and 10 inches. It is powered with two Liberty engines and has a service speed of from 80 to 90 miles an hour. One feature of the craft is its slow landing speed which enables it to land and take off in comparatively small fields. The "Pirate" weighs 7,000 pounds and can carry 5,300 pounds of disposable load.

The plane carries a crew of five composed of pilot, bombardier who is also auxiliary pilot, front gunner, rear gunner and radio operator.

To protect itself against enemy planes, the ship is equipped with five machine guns. Two of these are installed in the front cockpit, two in its rear cockpit, while a fifth gun projects through the floor of the plane to protect it from attack delivered from below.

The plane's radio equipment enables it to maintain communication not alone with other ships and the ground but makes it possible for it to follow the radio beacon where such flying is necessary. The ship is equipped with the latest type of aerial navigation instruments including the earth induction compass. It also has installation for six parachute flares and is completely equipped for night flying.

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LIEUT. EUBANK LANDS FLAMING AIRPLANE

By A.M. Jacobs.

During a test flight at Wright Field, Dayton, Ohio, on January 21st, the Keystone XB-1 bombardment plane was badly damaged when the connecting rod on the right engine failed, resulting in the breaking out of fire. Lieut. Eugene L. Eubank was piloting the plane at 2400 feet when he noticed that the right motor was heating. He then began to glide down, heading for the field. At about 1200 feet flames shot forth.

Gene A. Althoff, acting as test observer, was seated in the assistant pilot's seat beside Lieut. Eubank. They decided that they had better get away from the plane as soon as possible. The plane carried a full military load with 2700 pounds of bombs. Althoff endeavored to release the bombs, but the release mechanism failed to work and the plane was fast settling. At 300 feet they abandoned the struggle with the bomb release mechanism and Althoff jumped. His parachute opened immediately but caught on the Alemite cup of the tail skid which ripped the silk. Althoff's fall was not sufficiently slowed up to prevent a nasty jar on landing, resulting in a broken heel and two sprained ankles.

Lieut. Eubank then attempted to get away, but the minute he took his hands from the controls the nose heavy plane started into a dive. Knowing that he could not clear the plane at the low altitude, he had no choice but to stay

with the ship and, by extreme cool-headedness under hazardous conditions and an excellent piece of piloting, he brought it down without injury to himself nor to the plane save such damage which was caused by the fire.

An examination disclosed that the fire had caused severe damage to the engine nacelle and parts of the right lower wings and fuselage. Those who saw the accident from the ground said that the plane flamed up like a burning barn.

Lieut. Eubank received letters of commendation both from General Fectet and General Gillmore for his plucky work. A study is being conducted to determine the time and cost of reconditioning the plane and installing new engines.

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MR. IDE ADDRESSES MATERIEL DIVISION PERSONNEL By A.M. Jacobs

Mr. John Jay Ide, European Representative of the National Advisory Committee for Aeronautics, with headquarters in Paris, visited the Materiel Division at Wright Field, Dayton, Ohio, January 11th and 12th, accompanied by Dr. George Lewis of Washington, D.C., Executive Secretary of the organization. On January 12th Mr. Ide addressed the officers and engineers of the Materiel Division in the Wright Field auditorium on the subject of "European Aviation". He was introduced by General Gillmore.

In his talk Mr. Ide stated that during 1926 and 1927 he had been impressed with the vast number of experimental types of service airplanes being developed in England. He had noted at least thirty different types. This was not true of all the continent, however, France and Italy both complaining of insufficient funds for technical development.

The most striking type of service plane in England and France is the air-cooled pursuit. Because of the proximity of all European countries to each other and the constant imminence of danger, they feel that they must have planes that will climb to great heights speedily. They feel that the plane with the air-cooled engine serves this purpose better than that with the water-cooled engine, since it takes too long to get the latter type warmed up. An air-cooled plane, they acknowledge, cannot dive as well as the water-cooled, but by clever streamlining its horizontal speeds can be made as great. The "Bull Dog" with Condor engine is a British example of this type of plane which, it is claimed, climbs to 20,000 feet in eleven minutes and has an maximum level flight speed at 10,000 feet of 172 miles per hour. Mr. Ide also described the planes developed for service in Mesopotamia, which must carry spares, food and bedding into the desert.

The air-cooled engine, Mr. Ide stated, was receiving enormous attention on the continent, and gearing was also receiving a great share of this attention, being adopted as standard for heavy planes. Mufflers were being adopted for commercial and service type planes, especially pursuit planes, with which it was found that speed was not reduced to the extent of ten A.P.M. Metal construction was assumed to be standard, with steel used in preference to duralumin.

In France a competition is listed for the Spring for the development of a lighter and cheaper pursuit-training plane. France and Italy are using wing guns, but not England. The British, however, have a new class of multi-place fighter. Europe has no attack planes, the United States being ahead in that respect.

Mr. Ide's address was informative and invigorating, and an interesting discussion followed.

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SPEEDY LIFE-SAVING CRAFT FOR LANGLEY FIELD By the Langley Field Correspondent

Two sea sleds were recently delivered to Langley Field, and after being placed in commission were given acceptance tests. The factory representative arrived and the crews designated for these sleds and other life saving craft to arrive at this field are being instructed by this representative in the operation, care and adjustment of this equipment. The crews are also being instructed by the Captain of the L-39 tug in the numerous channels in the various regions of the Back River area and the Chesapeake Bay region near Langley Field.

Three 13-foot dinghies have been shipped from the factory, and upon arrival

will be equipped with high-powered outboard motors. These five light speed craft will form a complete equipment for saving lives of those who are forced to land from airplanes in water by parachute or otherwise. The area within ten to twenty miles of Langley Field is more than fifty percent water. As much of this water is shallow and all is tide water, a unique problem in saving life is presented. The solution was arrived at after a comprehensive study by various Marine specialists sent to Langley Field for the purpose. This equipment will also serve as tenders to seaplanes and convey operating personnel to the large bombing and gunnery range three miles to the eastward, which is to supersede the present bombing and gunnery ranges adjoining the flying field. The tug "Langley" had been declared surplus and will not doubt be transferred elsewhere in the near future.

This life saving and retriever equipment operates under the direct orders of the Operations Officer of the field and is "hooked up and standing by" subject to emergency call in the same manner as a modern fire department. A patrol system with fixed stations at strategic points in the water area is being established, and during day and night flying on tracking and towing missions over the Chesapeake for the Coast Artillery, a patrol will be made that will provide a means of rescue always within reach.

The other day Captain Ernest Clark, Operations Officer, and his assistant, Lieut. Vickery, were taken for a ride by the factory representative. From the day selected it is suspected by many of the officers that they were concealing the fact that they went out for some dual instructions, as it was snowing heavily and visibility was very poor. They went fully equipped for high altitude flying, in fur-lined suits, helmets and goggles, but they say that try as they would they couldn't take it off!! Perhaps it is a good thing, as they did not wear their chutes. From the reports made by Captain Clark, the boat is sensitive on the rudder, groundloops very easily, and he says that if he could pull back on the stick he is sure that it would do a roll. However, with the wind blowing that day we are sure that it was doing some rolling without any extra urge on the pilot's part.

So we are expecting that applications will be shortly received for a course of instruction in piloting sea sleds at Langley Field. Applications will be addressed to Captain Clark as chief instructor.

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GOOD SHOOTING BY FRANCE FIELD OFFICERS

The 24th Squadron at France Field, Panama Canal Zone, recently completed its target practice and has, in the words of the France Field Correspondent, what is believed as good a record as ever made by a squadron during the firing season. There are nine officers regularly assigned to the Squadron and two attached for tactical training. All eleven of these officers made a score of 610 (expert qualification) or better. If any squadron has a better record, let us hear from them. The scores follow:

Lieut. R.W. Douglass, Jr.	947.6	Lieut. J.T. Cumberpatch	662.9
" L.M. Merrick	910.8	" C.G. Percy	650.4
" J.E. Parker	767.3	Capt. A.E. Simonin	618.8
" R.B. Williams	766.2	Lieut. R.W.C. Wimsatt	615.0
" H.C. King	721.2	Lieut. H.G. Crocker	610.4
" R.K. LeBrou	672.5		

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HIGH ALTITUDE PURSUIT PLANES

The first of five P-5 supercharged pursuit planes was ferried from the Curtiss plant at Garden City, Long Island, to Wright Field, Dayton, Ohio, on January 18th. It will undergo inspection and flight and performance testing. This plane is powered with a Curtiss D-12F (heavy crankshaft) engine and equipped with Form F-1A side type turbo-supercharger. Arrangements are made for the installation of two oxygen bottles to be carried as standard equipment. Before performance testing, however, it is intended to replace the present magneto equipped engine with a battery equipped engine, as proper functioning at high altitudes cannot be obtained with magneto ignition.

It is hoped with this plane to develop a speed of approximately 200 miles

per hour, level flight, at altitudes exceeding 20,000 feet.

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LIEUT. DOOLITTLE AND COMPANIONS ARRIVE AT FRANCE FIELD

Lieuts. Jimmie Doolittle, Leigh Wade and C.W. Webster arrived at France Field, Panama Canal Zone, on the night of January 25th and departed January 26th for Peru. The officers of France Field saw too little of them. January 26th was certainly a busy day at France Field. The French flyers departed for Guatemala at 6:45 A.M.; Colonel Lindbergh left at 9:25 A.M.; for Colombia and Doolittle, Wade and Webster departed at 1:00 P.M. for Peru. Panama is at the crossroads of the world, and France Field is veritably the air crossroads.

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A COLD-BLOODED SON OF THE SOIL

By A.M. Jacobs.

Captain William B. Mayer, Chief of the Lighter-than-Air Branch, Wright Field, Dayton, Ohio, after taking off recently for an experimental flight in a free balloon for the purpose of testing a new type of valve and finding himself caught by high and adverse winds which would have carried him as far as Pittsburgh before dusk, decided to make a landing. Dropping the drag rope and releasing the rip panel, the bag came to earth near Lewis Center, Ohio. Captain Mayer and his companions in the basket, Lieuts. Courtlandt Johnson, H. Montgomery and Master Sergeant Wm. J. Bennett, landed without harm. Immediately the spot became a point of interest to the inhabitants of the countryside who came swarming in numbers. The balloon party, however, were highly amused by the too evident disappointment of one elderly gentleman who had expected to find an injury, if not a fatality, upon his arrival. He all too frankly liked his excitement red hot or not at all. It was hard to disoblige an honest American whose life passed in the routine of farm labor was perhaps starved of thrill and incident, but in this instance our party were perfectly content to let him suffer.

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LIEUT. CROCKER DEMONSTRATES EXPERTNESS WITH PISTOL

The France Field Pistol Team recently competed in the Annual Small Arms Matches for the Panama Canal Department, held at Fort Clayton, Canal Zone. The team was captained by Lieut. H.G. Crocker, Air Corps, and was composed of Master Sgt. Sorenson, 24th Pursuit Squadron; Staff Sgt. LeQuatra, 7th Squadron; Staff Sgt. B.F. Kelly, 25th Squadron, and Sgt. Thomas, 63rd Squadron. In the team match France Field was second only to the Engineers of Coroza. Lieut. Crocker won the gold medal for the highest individual score of 438, and Sgt. Thomas a silver medal with a score of 465.

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BOMBARDMENT BOARD MEETS

The Bombardment Board, composed of Air Corps officers, was called for purpose of making a thorough study of several bombing planes manufactured according to Air Corps specifications by different manufacturers and entered in competition, and also for the purpose of making recommendations for the purchase of one of the planes for adoption as the Air Corps standard.

The Board sat in conference at Wright Field, Dayton, Ohio, from January 16th to February 8th. The Airplanes under consideration were the Atlantic (Fokker) XLB-2 with two Pratt and Whitney "Hornet" engines, the Consolidated (Sikorsky Guardian) with two Pratt and Whitney "Hornet" engines, the Keystone XLB-6 with two Wright "Cyclone" engines, the Keystone XB-1 with inverted Packard engines, and the Curtiss XB-2 (Condor). The last named plane, after having been flight and performance tested, was destroyed in a severe storm at the plant of the Curtiss Company where it had been returned by the Materiel Division for changes.

Officers officiating on the Board were Major Hugh Knerr, President; Lieuts. Odas Moon, Phillips Melville, Ernest Dichman, Barney Giles, Harold Beaton, Frank Tyndall and Harold L. George. Announcement of the favored bomber will be made after their report has been drawn up and received in Washington.

FRANCE FIELD GREETES FRENCH FLYERS

The celebrated French flyers, Costes and Lebriz, arrived in the Isthmus of Panama on January 13th. They were given a rousing reception in the Republic but found it necessary to come to France Field to have their Breguet checked over. They departed from France Field January 17th for Caracas, Venezuela, and Baranquilla, Colombia, returning to France Field, January 24th. Colonel Fisher turned them over to Captain A.E. Eimonin, who acted as aide and interpreter. They departed from France Field again on the morning of the 26th for Guatemala.

Messrs. Dieudonne Costes and Joseph Lebriz are the first men to fly from Paris to New York. They made their first remarkable flight from France to France Senegal on the African Coast, leaving the Bourget Airdrome, Paris, on October 10th and arriving at St. Louis, French Senegal, on the following day. Leaving St. Louis on the 14th, they spanned the Atlantic from Africa to Port Natal, Brazil. From there they crossed mountains and wildernesses in their passages from one Latin country to another, visiting Rio de Janeiro, Buenos Aires, La Paz, Lima, Guayaquil, Panama, Guatemala and Mexico. From the Mexican capital they crossed the Gulf of Mexico and arrived at New Orleans, La.

At the Crescent City they were greeted by a flight of three airplanes from Kelly Field, Texas, commanded by Lieut. B.S. Thompson, one of the Pan-American flyers. The two pilots accompanying Lieut. Thompson were Lieuts. W.C. Goldsborough and H.H. Reilly. From New Orleans the French flyers proceeded to Washington via Maxwell Field, Montgomery, Ala., arriving at Bolling Field in the Capital City on February 10th. The daring Frenchmen who, in reaching Washington, by air, achieved for France the goal for which Nungesser and Gollé gave their lives, were received and congratulated by President Coolidge and entertained at luncheon by the Assistant Secretaries of Aeronautics of the War, Navy and Commerce Departments.

After a continuous round of entertainment arranged for them in Washington, the French flyers departed for New York City, accompanied by several Air Corps pilots from Bolling Field.

It is estimated that in their more than 24,000 mile journey from Paris to New York, the speed at which the Frenchmen traveled was at the rate of approximately 107 miles an hour.

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OLD CURTISS PUSHER GOES TO SMITHSONIAN

An old Curtiss pusher biplane of the vintage of 1911 has recently been reconditioned at the Garden City factory of the Curtiss Company and is being presented to the Smithsonian Institute at Washington. This machine, while not the first Curtiss plane to be built, is one of the oldest, and is believed to be the only one of its type still in existence. It was with a plane of this type that Glenn H. Curtiss, Ely, Beachey and many other famous pilots thrilled the crowds in the early days of the Curtiss Exhibition Company.

Historically, the motor in this "Model D" machine is of great value, as it is the original motor with which Glenn Curtiss won the first international Gordon Bennett Cup Race at Rheims, France, in 1909 -- at the terrific speed of 46½ miles an hour.

In spite of its advanced age, the old pusher is in excellent condition and, as a matter of fact, was flown as late as 1925 (with a different motor) when Bert Acosta took it aloft to amuse the crowds at the Mitchell Field Air Meet.

One of the interesting design features of the machine, in view of the recent adoption of wheel brakes on aircraft, is a crude foot brake. This was applied by pressure of the foot against a hinged brake shoe, which bore against the tire of the forward landing wheel and effectively brought the plane to a stop.

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AIR CORPS OFFICERS ASSIGNED TO ARMY WAR COLLEGE

Four field officers of the Army Air Corps have received War Department orders directing them to report in person between August 15 and August 20, 1928, to the Commandant of the Army War College, Washington, D.C. for duty as students, 1928-1929 course, viz:

Major Herbert A. Dargue, Office Chief of the Air Corps, Washington, D.C.
 Major Davenport Johnson, Air Corps Tactical School, Langley Field, Va.
 Major Byron Q. Jones, Hdqrs. 7th Corps Area, Fort Omaha, Nebr.
 Major William C. McChord, Chanute Field, Illinois (additional duty, Commandant Air Corps Technical School, Chanute Field, Ill.)
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MAJOR TINKER AWARDED MEDAL FOR BRAVERY

Major Clarence L. Tinker, Air Corps, Assistant Commandant of the Advanced Flying School, Kelly Field, Texas, was awarded a medal, known as the "Soldier's Medal" for an act of heroism which occurred September 21, 1926, while he was Assistant Military Attache at the American Embassy, London. While flying over Henley Airdrome, London, with Commander R.A. Burg, U.S. Navy, the plane crashed and caught fire. Although injured and in a semi-dazed condition due to the crash, Major Tinker was able to get clear of his burning plane, but when he realized that Commander Burg was still in the cockpit he rushed back into the flames in an attempt to rescue his passenger. He was driven back by the intense heat, but returned to the other side, and after repeated and determined efforts, being badly burned in the attempt, he extricated Commander Burg and dragged him, unconscious, to a place of safety.

Major Tinker has been stationed at Kelly Field since last November, being transferred from the Office Chief of Air Corps where he was on duty in the Inspection Division.

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SPEEDY FLYING

Captain G.E. Brower recently returned from the West where he went for a conference with the Boeing Airplane Company and also for the purpose of ferrying the first Boeing Pursuit PW-9D airplane from the company's plant at Seattle, Washington, to Wright Field. During the latter part of his journey Captain Brower found good flying weather and was able to make some excellent flying time. Leaving San Diego on Thursday at 2:00 P.M., he arrived at Wright Field, eight miles east of the City of Dayton, on Saturday at 2:50 P.M., having made stops at Tucson, El Paso, Dallas, Muskogee and St. Louis. He left Dallas at 8:30 A.M. Saturday, found a 53 mile wind at 2500 feet altitude and made Muskogee, a distance of about 230 miles, in an hour and ten minutes. At Muskogee he found a 60 mile wind at 3,000 feet and made St. Louis in two hours and ten minutes. At St. Louis he climbed to 8,000 feet, and striking a wind which he estimated at 80 miles per hour, he arrived at Wright Field in the astonishing time of an hour and fifty minutes. As far as is known, this is a record flight between these two points. Captain Brower stated that at no time was his motor rev'd up over 1850 R.P.M.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Change of Station:

Major Ira Longanecker, from duty in First Corps Area to duty in Office Chief of Air Corps, Washington, D.C.

1st Lieut. K.B. Wolfe, upon relief from foreign service, to Langley Field,

Major A.W. Robins, Fairfield, Ohio, to Walter Reed General Hospital, Washington, for observation and treatment.

1st Lieut. Raymond E. Culbertson from Mitchel Field to Hawaiian Department, sailing on or about May 16th.

Following officers ordered to duty in Hawaiian Department, sailing about June 9th: Captain Raymond E. O'Neil, Kelly Field; 1st Lieut. Angier H. Foster, Fort Crockett; 1st Lieut. Theodore J. Koenig, Crissy Field.

Following officers upon completion of Special Observation course at Advanced Flying School, Kelly Field, March 1st, to proceed to stations specified: Captain Edmund W. Hill, Scott Field; 1st Lieut. Harvey H. Holland, Langley Field; 2nd Lieut. John G. Salsman, Scott Field; 2nd Lieut. John Albert Tarro, Scott Field

Following officers upon completion of course of instruction at Advanced Flying School, Kelly Field, to proceed to stations specified: 2nd Lt. Rogers V-5766, A.C.

A Gardner, Crissy Field; and Lieuts. Eyrle G. Johnson and John G. Moore to Fort Crockett, Texas.

2nd Lieut. Glen C. Jamison from Brooks Field to Panama Canal Zone, sailing on or about July 3rd.

2nd Lieut. Wallace E. Whitson, March Field, to Philippines, sailing on or about June 8th.

2nd Lieut. James F.J. Early (Kelly Field) and Walter C. White (March Field) to Hawaii, sailing on or about June 9th.

2nd Lieuts: James W. Hammond and James P. Hodges, upon completion of duty in Philippines, to Langley Field, Va.

Upon completion of duty in Panama Canal Zone, Captain Carl W. Connell to proceed to Langley Field and 1st Lieut. James T. Cumberpatch to March Field.

1st Lieut. Alfred Lindeburg and 2nd Lieut. George L. Murray relieved from duty at March Field and to proceed to Philippines, sailing about March 29th.

Orders directing 1st Lieuts. James M. Bevans and Nathan F. Twining, March Field, to proceed about March 29th to Philippines revoked.

Details to the Air Corps, and to proceed to Primary Flying School, Brooks Field, March 1st, for training:

2nd Lieut. James A. Willis, Jr., Infantry; 2nd Lieut. Kenneth P. McNaughton, Field Artillery; Captain Charles R. Lehner, Field Artillery.

Relieved from Detail in Air Corps:

2nd Lieut. Robert H. Naylor, Jr. to 2nd Engineers, Fort Logan, Colorado.

2nd Lieut. Kingsley S. Anderson, to 8th Engineers, Mtd., Fort Bliss, Texas.

2nd Lieut. Paul Hamilton to Infantry, 2nd Div., Fort Sam Houston, Texas.

2nd Lieut. William H. Minter to 29th Engineers, Fort Sam Houston, Texas.

Reserve Officers Relieved from Extended Active Duty:

1st Lieut. Charles Chesney Wood, Langley Field; 1st Lieut. Glenn Virgil Conrad, Langley Field.

Promotions:

Appointment of Lieut.-Col. Benjamin D. Foulois, Air Corps, as Assistant to the Chief of the Air Corps, with rank of Brig.-General for period of 4 years from January 28, 1928, is announced.

2nd Lieut. Charles W. Lawrence to 1st Lieut., with rank from Jan. 25, 1928.

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CARTOONS IN THE NEWS LETTER

The cartoons appearing in this issue of the News Letter were submitted by Lieut. Stafford L. Lambert of the 35th Division, Air Service, Missouri National Guard. Lieut. Lambert has submitted ten cartoons to us, and they will appear in succeeding issues. We are indebted to him and to Major C. R. Wassell, Commanding Officer of the 35th Division, Air Service, for their kindly interest in the News Letter, and we sincerely hope that Lieut. Lambert will not permit our supply of his cartoons to run low.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, January 30th.

Because of the shortage of airplanes at Kelly Field, there will be no regular course in Attack Aviation at the Advanced Flying School during the months of March, April, May and June. Kelly Field will receive its usual quota of student pilots for the next class, however, and the men who would normally be given training in Attack aviation will be placed in some other branch. Delivery of the new A-3 Attack planes is expected some time in June, and some of the class reporting to Kelly on July 1st will be able to satisfy their desire to hedge-hop.

Under the command of 1st Lieut. John W. Monahan, and accompanied by the instructors in Bombardment aviation, nine flying cadets flew NBS-1's to Galveston, Texas, January 9th, for a week of practice in bombing. The instructors who accompanied the expedition were Captain S.R. Stribling, Ordnance Officer; 1st Lieuts. L.L. Beery, A.B. Ballard, R.A. Shavely and 2nd Lieut. E.F. Booth, Flying Instructors. The Flying Cadets were W.L. Kingsbury, G.M. Smead, J.A. Barr, P.E. Reeder, C.T. Mower, R.L. Hopkins, C.B. Abbott, G.L. Boyd and E.A. Sanborn. Lieut. Monahan reported that the expedition encountered unusually good weather while at Galveston. The bombing operations were carried out with complete success.

Announcements have been received of the coming marriage of 2nd Lieut. Earle E. Partridge of Kelly Field to Miss Catherine Holder, of Dallas, Texas. The wedding is to take place at the home of Miss Holder's parents in Dallas. Miss Holder has for the past year been teaching in San Antonio and is well known to many of the officers and ladies of Kelly Field. Lieut. Earle E. Partridge was the guest of honor at a stag party given the evening of January 25th at the home of Lieut. Luther Smith of Kelly Field.

43rd Squadron: The Pursuit Section of the A.C. Advanced Flying School made a cross-country flight en masse to Waco, Texas, and return without mishap on Friday afternoon, January 13th, despite the supposedly unlucky combination of the date. The early morning fogs are slowing up the training in this section somewhat at the present date, very little operations being carried on. The Pursuit Class completed the bombing course on the 20th and are now on patrol missions.

Reenlistments in this organization for the past ten days consisted of the following: Staff Sergeant Orval W. Scott, Sergeant James M. Caldwell, Privates Herbert Brown and Lee Miller. Miller is formerly of the 90th Attack Squadron, Fort Crockett, Galveston, Texas.

Brigadier-General Frank P. Lahm and Captain McDaniel left in the Curtiss O-1 on the 24th of January for an extended cross-country to March Field, Calif.

1st Lieut. John Whitely left on the 23rd of January by rail for Detroit to ferry a D.H. airplane back to Kelly Field.

Rockwell Air Depot, Coronado, Calif., January 19th.

Six PT-1 airplanes in need of overhaul were ferried to this Depot from March Field recently, dismantled and shipped via rail to the Fairfield Air Depot, leaving the Depot January 14th. Eleven PT-1 overhauled planes were delivered to March Field during the past month. Two carloads of Wright-I engines in need of overhaul left this Depot for San Antonio Air Depot, January 18.

The Post Exchange has been renovated and a restaurant established there for the convenience of civilian employees. The building formerly occupied by the restaurant is being renovated for use as Engineering Office. This will enable the Chief Engineer to consolidate his activities and afford a location more central with regard to engineering activities.

Lieut. R.H. Clark, with Lieut. B.R. Dallas and Lieut. Jack Greer with Lieut. E.M. Robbins made a cross-country flight January 13th to Los Angeles, where Lieuts. Dallas and Robbins took the train for Salt Lake City, Utah, to ferry to the Depot two DH Air Mail planes. These planes will be overhauled and put in commission this summer on Forest Patrol work.

Numerous changes were made within various departments, among which may be noted -- Lieut. C.P. Gothlin, Jr., relieved as Depot Supply Officer and appointed Shop Superintendent; Captain C.E. Giffin relieved as O.I.C., Civilian Guards, Range Officer, Fire Marshall, Post Librarian (Educational and Technical), Information Officer, Athletic Officer and E.& R. Officer, and appointed as

Depot Supply Officer, and Lieut. B.R. Dallas appointed as O.I.C. Civilian Guards, Range Officer, Fire Marshall, Post Librarian, Information Officer, Athletic Officer, and E.& R. Officer in addition to his other duties.

Pope Field, Fort Bragg, N.C., January 20th.

Since the departure of the Langley Field visitors, who were engaged in the bombing of the Pee Dee River bridge, Pope Field has again taken up its normal existence.

Lieut. Jones is completing the last of his photographic missions which require the use of the Maxwell Field photo ship. A new motor has been installed and tested, and Lieut. Turner will in the near future fly the ship back to Maxwell. Two of the Maxwell Field officers are expected here for training in Artillery observation. Lieut. Holden is arranging an intensive course of instruction which will commence on February 1st. He will be assisted by Lieut. Robinson and by batteries from the 5th and 17th Field Artillery.

General Davis, the Corps Area Commander, was present on the post on January 9th. A reception in his honor was held at the Officers' Club in the evening. On the following day he inspected Pope Field. It was hoped and expected that we should be called on to do some flying for him, but as he expressed no such desire we simply "stood the inspection".

Lieut. Pratt and Sgt. Griffin went to Richmond on the afternoon of the 9th and down to Langley on the 10th, where Lieut. Pratt took his 64. Lieut. Robinson and Sgt. Dean went to Bolling Field on the 13th and back by way of Langley on the 14th where Lieut. Robinson took his annual physical. Lieuts. Jones and Scott went to Langley for the same purpose on the 16th.

The Pope Field Volley Ball League, under the guidance of Lieut. Robinson, is making excellent progress. Four teams made good use of the new court, and it is any man's game until the last count is taken, so evenly matched are the teams. An all-star aggregation has been picked from the four teams and met defeat and victory in games with representatives of the Local YMCA as well as teams from the surrounding countryside.

Pvt. Derrick returned on the 31st from a nine day furlough spent at Belentine, S.C. He will report at the Air Corps Technical School in time to take the course in Engine Mechanics which starts on March 5th.

Pvt. Bailes was discharged December 22nd and reemlisted the following day. He is now at Chanute Field taking the course in Communications at the Air Corps Technical School.

Fort Crockett, Galveston, Texas, January 25th.

Operations and Training: Operations since January 1st consisted of practice bombing and machine gunnery in preparation for firing the machine gunners' course at various approaches on ground targets and tow targets.

Ground training consisted of unit instruction, Field Service Regulations and Combat Organization for officers, together with unit instruction for enlisted men, including infantry drills and ground reviews.

Week end cross-country training flights were made during the month by the pilots of the 3rd Attack Group, each pilot being assigned a definite mission, including attack time scales and aviation problems.

New Addition to the Air Corps: On Christmas day, 1927, at Fort Sam Houston, Texas, the personnel of the Air Corps received one of its latest increments of the five-year program in the person of Edward Huffner Wood, Jr., D.S.C., A.M., future Chief of the Air Corps, son of Lieut. and Mrs. Edward H. Wood, Third Attack Group. Young Mr. Wood's arrival was greeted with friendly telegrams to his proud father and fond mother to the substance of "Greetings to the new Chief; feed him plenty of raw beef steak, golf balls and rye, with three spankings a day", signed by various sponsors in the Third Attack Group. On January 8th, in accordance with orders recently issued, "Kid" Wood was transferred from Fort Sam Houston to his permanent assignment with the Third Attack Group at Fort Crockett. He traveled under the chaperonage of his mother in a "single-seater" trimmed with pink. He was met at the Galveston terminal by the officers and ladies of the Attack Group, who were present to lend their moral support to the welcoming daddy. As Ed Wood, Jr., was brought through the gates, the Attack Group drum and bugle Corps sounded off informing him "You're in the Army Now", and led a gala parade to the ceremonial car conveying him to Fort Crockett.

Marriages: The holiday season resulted in three additions to the ranks of the ladies of the Post. Returning from holiday leave, Lieuts. Otto C. George and Donald C. Benner brought with them charming brides to present to the Group. On January 18th Lieut. Alexander E. Cabana surprised the Group by appearing with his bride from San Antonio. On the following day the three newly-wed couples were given their official welcome and initiation into the folds of the Attack Group by being handcuffed together and hoisted into the official bridal car, a muchly decorated two-wheeled trailer, towed by a Government Issue Liberty truck. The ensuing parade included a drum and bugle corps and the officers and ladies of the Group in private cars.

Fires: On January 1st a fire occurred at the quarters of Captain Charles E. Brenn, Post Surgeon and Flight Surgeon, which proved to be of serious proportions, threatening for a time a complete destruction of the quarters as well as Captain Brenn's furniture and household goods. Due, however, to the prompt and efficient work of the post fire organization and companies of the Galveston Fire Department, the fire was extinguished with a small amount of damage. It is expected that the quarters will be rehabilitated within a few weeks.

Social Notes: During the holiday season Mrs. Katherine Lackland, mother of Major Frank D. Lackland, Commanding Officer, entertained as her guest Miss Mary Lerner of Washington, D.C., a childhood friend and schoolmate. On January 16th Miss Lerner and Mrs. Lackland left for San Antonio for a short visit, after which Miss Lerner proceeded to Santa Barbara, Calif., and Mrs. Lackland returned to her quarters at Fort Crockett.

On January 18th the officers of the 3rd Attack Group entertained at the Air Corps Club with a smoker, which it is thought will be the first of a series to be given monthly.

It is expected that His Majesty's Ship "CAIRO" will visit Galveston at its first American port of call from February 13th to 20th, inclusive. Officers and enlisted personnel of the Third Attack Group have planned an extensive program of entertainment, including a stag dinner and a dance for the officers, and a dinner and dance for the enlisted men of the British Cruiser.

Marshall Field, Fort Riley, Kansas.

During the past month Marshall Field has taken on the aspects of an industrious flying field. Almost every day Douglas O-2s may be seen soaring high above attempting to make successful a two-way radio communication with the puff-artillery so that the famous blues may overcome the unpopular reds. The radio code system for artillery adjustment which is standard throughout the artillery and originated at Fort Sill differs somewhat with that of the standard Air Corps code system. It is now the prominent subject for cussing and discussing among the flying personnel of Marshall Field.

Pat O'Connor is the only man who is taking the matter seriously, however. He had studied the code two days already and knows by memory the Es and Is. He thinks that ARK at the end of every message means Arkansas. No one has enlightened Pat as yet, but it is thought that he will learn when he makes his first adjustment.

The ground training for commissioned personnel during the past month consisted of a series of lectures given by various instructors at the Cavalry School, Fort Riley. Practical and interesting subjects on the organization and functions of Infantry and Artillery composed the major part of our schooling.

Four Reserve officers on active duty for a year at this field are preparing for the special examinations for Regular Army commissions to be given Feb. 28th. They are taking a course in Surveying under the instructions of 1st Lieut. Homer Petit, C.E. Jack Munson, 2nd Lieut. A.C. Reserve, is consuming a vast amount of knowledge in mathematics. At present he is working on one problem that would show up Trautwine after he gets it solved. Having given the length, breadth and thickness, including the hay mow of a barn and all varieties of angles included, how much hay would be in the barn on June 10 if it was put in X years ago and why?

Two Douglas O-2s and one DH photographic ship were replaced by reconditioned ships from Fairfield, Ohio. Lieut. Coppin and Lieut. Carson returned January 10th with two O2-As and Lieut. Blackburn returned January 12th with a DH photographic ship.

Lieut. C.E. O'Connor departed by rail for Mitchel Field January 20th. His

mission is to ferry a Douglas O-2 to this station. Pat is sure unlucky for having to go to New York. It seems as though there is a party there that Pat is particularly fond of. We are hoping that he brings her back so he won't be so much of a stranger to us.

Reserve officers of the various branches from Gaery County attended a dinner at the 16th Observation Squadron. After a substantial meal they attended a lecture in the academic building by Major H.H. Arnold on the organization and functions of the Air Corps. Parts of the lecture were illustrated by lantern slides. About thirty Reserve officers were present.

Captain L.S. Johnson of the Medical Corps arrived at this field December 22nd and relieved Major P.R. Shoppard, who was acting temporarily as Flight Surgeon. Captain Johnson had previously been with the 12th Observation Squadron, Fort Sam Houston, Texas.

Five O-2s, led in formation by Major H.H. Arnold, set out for a triangular cross-country flight to St. Joseph, Mo., and Ottawa, Kansas, on Dec. 12th. The transport accompanied the escapade. Its position in the formation was fifteen minutes ahead of the O-2s, so it managed to hold its place nicely. The trip was made more interesting by the flight commander designating points for rendezvous. Lawrence, Kansas, and Burlingame, Kansas, were used for rendezvous points

Headquarters, Philippine Dept., Manila, P.I., Jan. 11th.

Department Air Office: Major Wm.B. Duty, Department Air Officer, and family, spent the holidays as the guests of Lieut. and Mrs. E.B. Bobzien at Clark Field, Camp Stotsenburg.

Camp Nichols, Rizal, P.I.

Flight "B", 2nd Observation Squadron: We are glad to welcome to our small detachment Privates Joseph Braun, William Davis and George King, who arrived on the last transport.

Captain Donald Wilson took over the reigns of the Flight Commander's Office during the absence of Captain Dudley B. Howard. From what we learned of him while he was in temporary command of the Flight once before, we believe he will make just as good a commanding officer as our old standby, Captain Howard.

Flying activities during the past month were curtailed due to the Christmas Holidays and the preparation of planes and equipment for the coming Division Maneuvers in January. The Flight accomplished a total flying time of 117 hours and ten minutes, consisting of 321 flights.

Captain Dudley B. Howard spent the holidays at Baguio, Mountain Province, P.I.

Sixth Photo Section: The 6th Photographic Section furnished the Philippine Division, and Air Corps Units, a number of copies of the eighty square mile mosaic of Fort McKinley Reservation and vicinity for use in connection with the Division training program. These mosaics, bearing grid lines, were made to a scale of 1 - 10560. They proved very useful when used with the Standard Engineer Corps maps of the same scale.

"Every pilot a photographer", is the cry heard in Flight "B". In the past month all officer personnel of Flight "B" received photographic training from Lieut. Goddard and Sgt. Patterson. A standard observation airplane was assigned to this training. This airplane is equipped with an automatic K-3 camera. Pilots and observers alternate in operating the camera on spotting stereos and mosaic missions. Lieut. John Kase promises to develop into a real "Hypo Hound". He did remarkably well in everything but spotting. One mission he spotted "Tom's Dixie Kitchen" for "Bilibid Prison". John says, "Not so bad, its only a matter of ten odorous blocks".

Last week "Ol' Sol" favored us with his presence, and the Section was able to finish the photographic flying of the 600 square mile Bataan Peninsula mapping project for the Philippine Department.

4th Composite Group, Headquarters: When the U.S.A.T. "THOMAS" pulled out on Dec. 6th, our organization lost two sergeants and two privates. Sergeant Joel A. Simmons, who arrived on the November transport, is the present First Sergeant of the Organization. We are sure he will make a good showing as he has the co-operation of all members of this organization. The other new members are Privates Everett Redifer, William F. Irwin, Harry G. Ende and Orville Bain.

On Dec. 25th, this organization enjoyed a good Christmas dinner. The

orchestra played a number of fine pieces which were enjoyed by all. The Mess Hall was decorated with palm branches and bits of Philippine greenery. And last, but not least, the dinner was delicious. The Christmas Spirit was present even though we are in a tropical country and the snow, which most of us are accustomed to, was missing.

Sixty-sixth Service Squadron: Captain George L. Usher, Commanding Officer, was on a hunting trip in Northern Luzon, from December 5th to 10th. He reported very good hunting, though none of the game was seen on his return.

Lieut. Donald L. Bruner, Squadron Adjutant, spent the Christmas Holidays at Camp John Hay, Mountain Province, P.I.

Staff Sergeants Martin M. Miln and Roy Wooten arrived on December transport, relieving Staff Sergeants Andrew E. Nygaard and Adam Bogdanski.

The Squadron Christmas Dinner was celebrated under the trees. The Post Commander, Major Walter G. Kilner, and Mrs. Kilner, the Officers and Non-commissioned officers and their families, were guests of the Squadron. The music for the dinner was furnished by a twenty-piece band.

The arrival of the transport "THOMAS" on November 30th, had 63 privates for the Air Corps, which were attached to this organization for rations, quarters and duty. They were quartered in tents during their period of quarantine, being released from quarantine on December 30th and departing for their new organizations. Twenty of them were assigned to this organization. We wish them good luck during their two years foreign service in the tropics.

Twenty-eighth Bombardment Squadron: During the early part of this month, four of the Martin Bombers, which had been placed on the sick list, were again put in commission.

A flight of four bombers with Major Pirie, Captain Seaton and Lieuts. DeShields, Woodruff and Bond, were sent on cross-country to San Jose, Mindoro. The trip there was uneventful, but on the return flight Lieut. DeShields had a forced landing on the beach near Batangas. Anyone having made this trip will appreciate the piloting of Lieut. DeShields, when the ship was brought down without mishap. Staff Sergeant Johnson was burned about the hands trying to put out the fire in the right motor. He is to be particularly commended for having climbed on the wing after removing his parachute, while in flight, to determine the trouble, and for later trying to extinguish the flames with pyrene. The ship was brought back two days later on the Quartermaster barge, since it could not be flown off the beach at the point of landing.

The principal tactical training accomplished by the Squadron during the past month was gunnery practice. All pilots fired on ground targets from the rear cockpit of Martin Bombers.

The Squadron celebration on Christmas was a dinner to which all officers with their families were invited.

Clark Field, Camp Stotsenburg, Pampanga, P.I.

The Xmas holiday period from December 23rd to January 3rd was the occasion for many parties, golf contests and Xmas celebrations.

The Squadron Xmas party was especially successful. On this occasion the Mess Hall was decorated with streamers and shrubbery, a large Christmas tree with lights placed at one end of the Hall, and a fireplace constructed to include all the details. Santa Claus entered via the chimney, distributed presents to all the children and disappeared up the chimney, leaving behind a surprised, thrilled and happy group of youngsters and grown ups.

A very acceptable Xmas present for the Squadron arrived in the form of 5 PW-9-B airplanes which are being assembled and will soon be in the air.

Major General Lewis (retired) and Mrs. Lewis just completed a two months' trip to China and are visiting at Clark Field with their daughter, Mrs. McMullen. They expect to return to the U.S. on the February transport.

Clark Field will experience almost a complete turn over of commissioned personnel by July. Orders were received assigning Lieut. J.G. Williams to Ft. Crockett, Lieut. K.B. Wolfe to March Field and Lieut. Bobzien to Scott Field. Major Walton, Lieuts. McMullen, Hefley, Crawford and Schulgen are due to return to the U.S. on the April or July transport.

The annual maneuvers of the Philippine Division will start January 13 and continue for about 10 days. The 3rd Pursuit Squadron is to participate and will act as hostile pursuit attacking the Blue observation planes. The pilots an-

tisipate a pleasant and valuable workout.

Squadron training during December consisted of Squadron tactical work, machine gunnery, bombing, and attacks on two seater by formation of three pursuit planes. Pilots are looking forward to the record gunnery firing and the Squadron hopes to turn out this year 100% experts.

Kindley Field, Fort Mills, P.I.

Week end guests and holiday sojourners from other parts included Major W.G. Kilner, Captain and Mrs. L.P. Hickey and Lieut. Goodrich of Camp Nichols, and Lieut. and Mrs. Bobzien of Clark Field.

Needless to say, the Christmas-New Year holiday period was fully taken advantage of by the entire command and the ever present Christmas spirit ascended to such a dizzy height that it was with a tinge of regret that we saw January 3rd roll around, which marked the end of the season. The delightful combination of parties, feasts, Santa Claus' annual advent on the scene, motor boat excursions, trips to Baguio, etc., comprised the main ingredients of this holiday cocktail of good cheer.

The close of the 11th Annual Red Cross Drive December 5th found the personnel of Kindley Field all present and accounted for, as usual, in the round and substantial figure of one hundred pesos.

The last trip of the Transport THOMAS brought to our ranks four husky Staff Sergeants, all tired out from years of hard toil in the States and imbued with the idea that a two year tour in these parts will provide a sorely needed rest. The four strippers referred to are -- Joseph A. Durpey and Jasper E. Lindsey, hailing from Kelly Field; Vaugh C. McCullough, a somewhat rotund native son from March Field, and John S. Gray, escribiente champion, ex-marine and late of Langley Field. The first named, accompanied by his boss and better half, Mrs. Durpey, is installed in quarters 604-A, while the remaining three are enjoying single blessedness and holding down bunk space in the barracks. As for the "rest" they expect, well, time will tell.

Another welcome addition to our enlisted personnel is 1st Sgt. David H. Van Houten, who joined us Dec. 9th by transfer from the 28th Bombardment Squadron, Camp Nichols. He and Mrs. Van Houten are settled in quarters No. 604-F and have already announced to the world that nothing short of a ton of TNT could jar them loose from the Rock for the next couple of years.

Philippine Air Depot: Lieut. J.D. Corkille and his family just returned from a very pleasant visit at Baguio.

The officers and ladies of the Philippine Air Depot were delightfully entertained by the Commanding Officer, Capt. John G. Whitesides, and Mrs. Whitesides on New Year's day.

Orders were received for Lieut. A.W. Martenstein, the Station Supply Officer, to return to the States for duty at Wright Field.

The Air Corps in the Philippine Department is delighted with the receipt of the Douglas Transport airplane which was so successfully flown by Major Ralph Royce from Mitchel Field to San Diego. It was received in this Department from San Diego in excellent condition.

Langley Field, Hampton, Va., January 31st.

The blizzards which covered the east hit the Air Corps Tactical School at the wrong time, as virtually every plane owned by them was ordered over the week end on a combined maneuver to Bolling Field. As a result of the storm all officers engaged came back to Langley Field by the night boat Sunday. This left the planes at Bolling Field, and at this writing five are still there waiting for favorable weather to permit them to be flown back.

Lieuts. A.I. Ennis, Max Belfour and Orville L. Stephens, the former on duty in the Office Chief of Air Corps, arrived here, January 30th from Mitchel Field en route to New Orleans, flying O-1 planes. They were a delegation sent to receive the French aviators Costes and Lebrun who are making the Around the Atlantic flight in their plane -- the "NUNGESSER AND COLI". Attempting to continue on the 31st, the three Air Corps pilots took off and were in the air for about half an hour when they returned. They found it impossible to proceed any further due to clouds and a quarter of an inch of ice coating on their planes.

Major-General Benjamin D. Foulois arrived here a few days ago and was met by Col. Culver. The General made a short tour of the post.

19th Airship Company: An order was recently received from the Office Chief of Air Corps for one observation balloon with necessary equipment to be used for observation work with the Field Artillery at Fort Bragg, N.C., during the month of April. A detail will be assigned from this company to operate the balloon, and one officer to command the detail will be sent to Fort Bragg at that time.

This organization won the second series basketball championship on the 20th by defeating the A.C.T.S. by the score of 51 to 38.

Second Bombardment Group: The 49th Bombardment Squadron is now with us and has been busy getting settled on its new post. No news letter was received from them as yet, due to the many details necessary in making a change of location, but we expect them to be well represented in the news from now on. However, this is just a note to welcome them to the 2nd Bombardment Group.

96th Bombardment Squadron: During the past week this organization had a total of 56 hours and 20 minutes flying time, consisting of 122 flights. Flights participated in were cross-country, formations, aerial navigation and night flying.

This organization lost three officers during the week by transfer -- Lieuts. Komdat, Holterman and Brincy. They were transferred to the 49th Bombardment Squadron which recently arrived here from Aberdeen, Md.

Our Squadron Commander, Capt. Charles E. Rust, was called to his home in Ohio January 17th due to the sudden illness of his father.

Private "Jiggs" Byrnes, champion lightweight of the organization, returned from furlough after visiting relatives and friends in Maryland for a period of 30 days. "Jiggs" would have stayed longer, but he said that he was getting hungry; that the fishing in Maryland was on the bum at present and that he did not like fish any too well.

Master Sgt. R.H. Kerr returned to duty with the organization after being on furlough. He was recently on duty in Hawaii and was transferred to this organization to replace Master Sgt. Stout, who was sent to the Islands.

59th Service Squadron: Lieut. Walsh of the 20th Squadron is scheduled to pilot the C-1 Transport, which is assigned to the 59th Squadron, to Chanute Field, Ill., to transport students to the Air Corps Technical School. He will have a full load of graduates accompanying him on the return trip to Langley. The Squadron wishes him the best of luck and a speedy return.

20th Bombardment Squadron: During the week ending January 21st the Squadron flew a total of 26 hours and 20 minutes in 34 missions of various types, running from routine engineering tests to a special search mission ordered by the Chief of Air Corps. The Squadron was considerably handicapped this week owing to the lack of planes. Two days were consumed by the Engineering Department in clearing all planes of water, which somehow was liberally mixed with the gasoline. This condition, of course, is not conducive to good formation flying.

The search mission, in which two of our planes participated, was due to the disappearance of Ted Mosely and a mechanic in a Stinson Detroiter while on a night flight from Daytona, Fla. to New York. Search was made from Cape Henry to Cape Hatteras, where he was last heard, but no trace was found of the missing plane.

Lieut. Walker and Capt. Duncan made a cross-country navigation flight to Bolling Field and return on the 17th and 18th.

As the Squadron Basketball League has just ended with the 20th victorious, the members of the team are now bidding for the positions on the post team. This makes the second consecutive year the 20th won the post championship. Saturday the post team played its first game, and five of our players participated. From this it is evident that we will be well represented on the post team.

The Squadron is glad to welcome Staff Sgt. Trost to our midst from a tour in the Philippines.

Technical Sgt. Alvin B. Jewell is leaving for a tour of service in Panama. When the 20th came from Kelly Field to Langley in 1922, Sgt. Jewell was with it as First Sergeant. He was more interested in mechanical work than paper work, however, and soon transferred to the hangar as crew chief. For the past year he has been our assistant hangar chief and inspector. Last November Sgt. Jewell became a member of the Caterpillar Club when he made a forced jump over the City of Norfolk. He landed in the water and was nearly drowned before being rescued. The Squadron wishes Sgt. Jewell and his family all success in their new home.

During the week ending January 28th, the 20th Squadron ran up a total of 52 hours and 25 minutes on 62 missions, most of which were in accordance with the Group Training Schedule. The missions of particular interest were the load tests made on LB-5 No. 9, the last delivered to us, ordered by the Bombardment Board. This consisted of taking off and landing with bombs loaded up to 1800 pounds, using two different types of elevators. The tests were completed showing the smaller superior to the larger.

On the 25th Lieut. Vickery was ordered on a navigation mission to Baltimore and return, with Lieut. Drumm as passenger.

Two officers were transferred to the Squadron this week, Capt. Francisco, Air Reserve, from the 96th Squadron, and Lieut. Fair, Air Corps, from the 49th Squadron. The former was made Operations Officer and the latter Assistant Adjutant.

The members of the Squadron wish Sgt. Soade the best of luck in his new work. He was transferred to Chanute Field to take the crew chief's course at the Air Corps Technical School.

Master Sgt. Brantley reported for duty this week from service in Panama.

Wright Field, Dayton, Ohio, February 11th.

Brigadier-General William E. Gillmore is much in demand as a lecturer before various civic and national organizations of Dayton and the surrounding territory. On February 8th he delivered an address before the Miami Valley Traffic Club, his subject being "Transportation". On February 13th he spoke at the Reserve Officers' Club in Erie, Pa., on "The Development of the Airplane", and repeated this lecture the following day before the Cleveland Club, Cleveland, Ohio.

Count Felix von Luckner, the noted "sea devil" of the Great War, whose experiences Lowell Thomas has given us in book form, was a visitor of the Materiel Division on February 9th. He showed a lively interest in the laboratories and the airplane equipment under development there.

Colonel Carter, of the U.S. Military Academy, West Point, N.Y., visited Wright Field during the week ending February 4th to hold a conference with engineers in regard to the revision of text books for the aerodynamics course at West Point.

Lieut. Albert F. Hegenberger left Wright Field, January 6th for Boston, where he was a speaker at the annual banquet of the Massachusetts Institute of Technology Alumni Association. Lieut. Hegenberger attended M.I.T. in 1918. The flight to Boston was made in the Fokker C-2 (Flying Laboratory), Captain Edwards, Lieut. Wolfe and Messrs. Jones and Eaton forming part of the company. Tests were made en route on two new flight indicators with rate-of-climb element, Type B-5 compass, an adjustable seat for the sextant and sun compass, and radio equipment.

San Antonio Air Depot, Duncan Field, Texas, January 28th.

Lieut. Ames S. Albro, the most recent addition to the personnel of this Depot, reported here for duty January 6th and was assigned as Assistant Engineer Officer. He was previously on duty in the Philippine Department, and on his transfer took advantage of a month's leave of absence for travel in China and Japan, reporting an intensely interesting vacation in those parts.

Lieut. R.V. Igenco, Depot Supply Officer, came back to duty January 26th from a siege of illness since December 30th at the Station Hospital, Fort Sam Houston, where he underwent an operation for appendicitis.

Captain Thomas Boland and 1st Lieuts. Harvey W. Prosser and Harry F. Colliver, of March Field, were visitors at this Depot the latter part of January to secure and ferry back to March Field a DH-4M-1 and two DH-4M-1Ts.

The following airplanes and engines were overhauled and repaired at this Depot during the month of December -- Airplanes: 22 PT-1, 1 P1-A, 1 AT-4, 8 DH-4M-1, 2 DH-4M-1T, 2 DH-4M-2, 2 DH-4M-2A, 2 DH-4M-2T, 1 DH-4M-2P, 2 C-2, 1 C-2-C, 2 C-1-C, 1 NBS-1, 1 CO-4, total 48; Engines: 37 Liberty, 44 Wright-E, 1 Curtiss D-12, total 82.

The production of engines in the Engineering Department of the Depot was increased on our recent schedules to approximately three Liberties and two Wrights per working day.

Luke Field, T.H., January 18th.

The 5th Composite Group accepts with pleasure the kind invitation of the 18th Pursuit Group of Gentlemen Pilots for a volley ball game, dice rolling contest or what have you. The choice of time and date is given to the 18th Pursuit Group.

Ten men and a boy recently put to sea in the tug No. 91 for a shark hunt. Captain H.C. Paulin, our Quartermaster, provided 4 mules as bait. Before the stout craft had cleared the entrance of Pearl Harbor several of the manly hunters began to feel the effects of that dreadful sickness of the sea. However, the hunt proceeded and numerous sharks were sighted but all escaped except one which was caught shortly before the return trip was started. The end of shark hunts at this field can now be seen, for only four mules remain in Capt. Paulin's herd.

Capt. Henry Pascale and Lieut. Carlisle Ferris departed on the "Cambrai" on Dec. 22nd for a short stay on the Coast.

The Post Basketball Team was organized and is now practicing daily on the enlisted men's tennis court. Lieut. Frank Paul is the coach.

The 23rd Bombardment Squadron is now on its record bombing, and high scores are being made.

The 18th Pursuit Group seems to have great respect for Martin Bombers since "Fergy" Ferguson chased three of them home the other day after they had jumped him while he was testing one of the 23rd Bombardment's old war horses.

The Post Exchange Restaurant is now taking shape and the maitre d'lunch counter R.R. Brown is expected to go into action soon.

Lieut. J.L. Davidson is attempting a small bit of landscape gardening on the flying field. He is filling in the holes now but has not planted any flowers, vegetables, or what not, as yet.

The Luke Field Officers' Club met last week and Lieut. Carl Cover was elected Secretary and Treasurer. "Vanity" Magee started his "bosses" working early in the week; but the well oiled political machine behind Carl would not be denied. There is some talk of a recount, but Doug Givens will argue any time that the count was fair.

Lieut. J.J. O'Connell is recuperating from the Xmas holidays at Kilauea Military Rest Camp. He reports a bag of ten goats to date. You can't separate Jack from his trusty "shootin' iron".

Lieut. Russell Williamson aspires to be a butterfly catcher. He tows target sleeves, then catches them with his wing when they fall off.

It was soon discovered that Scotty MacDonald was on the Post when a new series of gags was heard making the rounds.

Lotha Smith & Co., Radio Experts, have incorporated. Fritz Borum says watch out before you get in too deep just to hear the coast.

Luke Field was represented in the local paper's Popular Bachelor contest by Lieuts. G.H. Brown, G.V. McPike, G.L. Tefft and Major P.E. VanNostrand. George Brown has no photograph to offer, due to the exigencies of the service in the 11th Photo Section, and his entry was rejected. Photographs of the other three were offered, received and printed. Lieut. Magee was heard to mutter, "Youth, Old Age and Ambition". Huff Sed before this is censored. And another thing, as Joe Morris would say, how did our Man-about-Town, Lieut. Lena Rivers allow this great opportunity to slip by, especially with the services of the 11th Photo Section at his disposal?

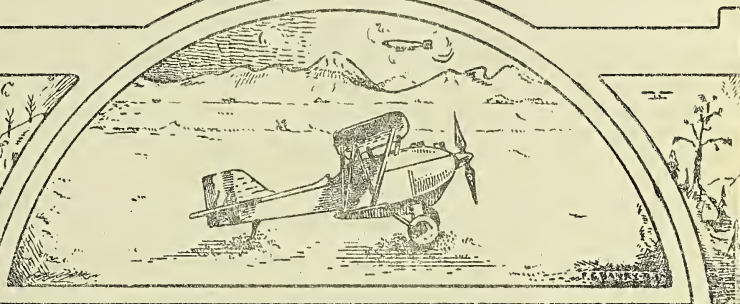
Rockwell Air Depot, Coronado, Calif., February 8th.

Brigadier-General Ralph H. Van Deman, in command of the 6th Infantry Brigade, with headquarters at Fort Rosecrans, paid an official call to this station on January 25th. The General also made an inspection of the post activities.

The military commands of Rockwell Field, Fort Rosecrans and Camp L.J. Hern made arrangements to hold a reception on the evening of February 16th for General Van Deman and staff at the Officers' Club, Rockwell Field.

Brigadier-General Frank P. Lahm arrived by plane from March Field January 28th for a short visit, returning to March Field the same afternoon.

Major J.E. Fickel, A.C., Executive Officer of the Materiel Division, visited the post, January 27th and 28th, and also made an inspection of the field and shops.



Air Corps

News

Letter



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OFFICE CHIEF OF AIR CORPS
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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AERIAL PHOTOGRAPHIC PROJECTS FOR U.S. GEOLOGICAL SURVEY

Two independent aerial survey detachments were organized last summer, in conformity with a request of the Secretary of the Interior, for the accomplishment of certain U.S. Geological Survey projects. An official report was recently submitted to the Chief of Air Corps covering the activities of these two detachments, from which it is noted that a total area of 11,870 square miles was photographed.

Aerial Survey Detachment No. 1 operated between August 1 and November 12, 1927. Lieut. H K. Baisley was in command of the Detachment until September 23d, when he was relieved by Lieut. A.Y. Smith. The photographer with this Detachment ~~Technical Sergeant~~ ^{Technical Sergeant} ~~Stolte~~ ^{Stolte}, 21st Photo Section, being an airplane mechanic also, performed the duties of crew chief. The work of the Detachment during the above mentioned period consisted of taking tri-lens photographs for the use of the U.S. Geological Survey in preparing maps. The territory photographed comprised 1800 square miles in Northern Maine, 2300 square miles in Western Maine, 1500 square miles in Northern New Hampshire and 1900 square miles in Northern Vermont, a total of 7,500 square miles.

The requirements of the U.S. Geological Survey were that the above areas be photographed with the Bagley Tri-lens camera to a scale of approximately 1/20,000, with an overlap of 60% in the line of flight and 50% side overlap on parallel lines of flight, with the camera crabbed* about 15 degrees from the line of flight. Instructions were later received to increase the side overlap of 60% in New Hampshire and Vermont on account of the mountainous nature of the country.

In the Maine project, August 5 to September 15, a smooth, well drained field, located $3\frac{1}{2}$ miles west of the town of Van Buren, Maine, was used as the base of operations. A number of rock piles proved to be the only bad feature of this field, necessitating care in landing and taking off. The report states that the weather conditions in Maine were slightly above average, there being four days during which two rolls of film were exposed. In a summary subsequently given, it appears that during the 42 days the Detachment was on duty at the base of operations in Maine it rained exactly half the time - 21 days. Aside from the four cloudless days, there were five days which were cloudless for three hours or more between 7:00 A.M. and 5:00 P.M., and twelve days during which it was cloudy all day.

Lancaster, N.H., was used as the base of operations in New Hampshire and Vermont. The landing field is located two miles north of Lancaster and adjoins the north side of the fair grounds. It is 1300 feet long east and west but only 120 feet wide. High trees at the east end prohibit taking off in that direction, but the prevailing wind is from the west. This field has not been cultivated for some time and has a good surface save for old furrows which sometimes hold water.

The weather conditions in New Hampshire were below average, not a single day being encountered which was completely free of clouds. Additional difficulty was caused by the mountainous terrain. Vertical air currents were encountered at altitudes as great as 1300 feet, and occasionally they were of greater velocity than the maximum rate of climb of the airplane. During the month of October the low angle of the sun in conjunction with the height of the mountains caused some areas to be shaded even during mid-day. In the 43 days which were consumed in this project (September 25 - November 6) only five days were cloudless for some three hours between 7:00 A.M. and 5:00 P.M. During the remaining 38 days, 8 were rainy and 30 were entirely cloudy.

*To compensate for cross winds the airplane is headed at a certain angle away from the true course of flight, the camera, however, being pointed in the true direction.

In the Maine project 13 successful flights were made for a total flying time of 33 hours and 25 minutes. Two flights, totalling an hour and 20 minutes, were abandoned on account of cloudy conditions. In the New Hampshire-Vermont project, 4 successful flights were made, totalling 12 hours and 20 minutes, and 6 unsuccessful flights totalling 6 hours and 5 minutes. Four flights were abandoned on account of clouds and 2 because of loss of altitude. Altogether 17½ rolls of films were exposed. Poor atmospheric conditions spoiled one half of a roll and it was re-photographed. The number of prints made totalled 9,220, and the cost of the project, including gasoline and oil, photographic material, and expenses of pilot and photographer amounted to \$9,424.47.

Aerial Survey Detachment No. 2 operated between the dates of August 25 and October 24, 1927, in the western and west central part of Illinois, approximately 4,370 square miles being photographed (19 quadrangles). Second Lieut. S.W. Towle, Jr., was the pilot and Technical Sergeant Grover B. Gilbert the photographer, both of Chanute Field, Rantoul, Ill.

As in the case of the mapping work in the New England States, the photographic work was done with a Bagley Tri-Lens camera to an approximate scale of 1/20,000, there being a 60% overlap in the line of flight and 30% side overlap in parallel lines of flight, with crabbing in the camera of 15 to 25%. After the film was developed one print was made of each negative. The 5th Photo Section of the Department of Photography, Air Corps Technical School, Chanute Field, performed this part of the work.

The Detachment used the Moline, Ill. Airport as the base of operations, this field being chosen because it was in close proximity to the territory photographed. It was found that by flying at an altitude of 11,500 feet a scale of approximately 1/20,000 was obtained, and by using a 60% end and 30% side overlap two adjacent quadrangles could be photographed by flying six parallel strips. Between 25 and 30 exposures were taken on a strip, and one roll of film was required for two quadrangles.

Due to the fact that the work of the survey was not started until August 26th, very poor weather conditions, especially prevalent in the Mississippi Valley at that period of the year, were encountered. The Detachment operated from the base at the Moline Airport during 51 of the 61 days which were spent on the survey. With the exception of the first two weeks in September and ten days in October, the weather conditions were very poor. There were only 19 days which were suitable for flying; 33 days were cloudy and rainy and six were doubtful. On days when short flights were made, cumulus clouds forming after the take-off prevented further work on the mission. The flying time between August 25th and October 24th was 93 hours, and the total time required for the work accomplished was 61 hours and 50 minutes.

The facilities at the Moline Airport are excellent for any military operations. It is an excellent four way field, located 5½ miles south of Moline, Ill. It is equipped for night flying and has a large heated hangar suitable for all service planes. There parts are available and repairs can be made. The National Air Transport utilizes this Airport as the first stop out of Chicago on the Chicago-Dallas Air Mail. The personnel of the field and Mr. E.K. Campbell, the Manager, rendered willing and active assistance at all times. The interest and active cooperation of these men greatly expedited the aerial survey work.

A United States Weather Bureau station is located at the Moline field, where weather maps are prepared, predictions made and wind aloft observations taken. Mr. Miller, in charge of this station, furnished very valuable advice in his weather predictions, enabling a great saving to be made in flying by frequently anticipating cumulus cloud formations on apparently clear days. When photographing at Peoria, Beardstown and Keokuk, 100 miles from this base, weather reports were available at 7:00 A.M., resulting in a great saving of unnecessary flying.

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WRIGHT FIELD TO BE USED AS AIR MAIL FIELD

Wright Field is to feature as an air mail field, as well as an Army experimental test field after April 1st, when Dayton will be made a stop on the Cleveland-Louisville Air Mail Route. Two planes a day will land and take off

there after having deposited and picked up the local mail. For more than two years the postal and civic authorities of Dayton have worked to establish this line. One obstacle was the lack of an adequate municipal airport. Finally, the City of Dayton obtained from the War Department permission to use a corner of Wright Field for air mail purposes for a term of three years, by which time it is hoped a well-equipped municipal airport will be available. This will link Dayton with the transcontinental route, making it possible for letters mailed in Dayton to be delivered in Los Angeles, San Francisco, Portland, Seattle, Tacoma and Spokane three days later.

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FLYING TIME OF SCOTT FIELD PERSONNEL

During the past year Captain William E. Kepner led the flying personnel at Scott Field with a total flying time of 560 hours and 15 minutes. The following is a list of pilots who secured 300 or more hours in 1927:

Captain Wm. E. Kepner	560 hrs.	Lieut. Herbert K. Baisley	359 hrs.
Lieut. Orvil A. Anderson	535 hrs.	Lieut. Edward H. White	352 "
Lieut. Earl S. Axtater	400 "	Lieut. Wm. O. Eareckson	343 "

During the months of November and December, the following flying time was recorded at Scott Field:

Lighter-than-air --	616 flights,	1354 man hours,
	131 flights,	282 airship hours.
Heavier-than-air --	54 flights,	90 man hours,
	29 flights,	49 aircraft hours.

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WORK OF THE SAN ANTONIO AIR DEPOT

The Engineering Department of the San Antonio Air Depot overhauled and repaired the following airplanes and engines during the month of January: Airplanes -- 3 DH-4M-1; 2 DH-4M-1T; 1 DH-4M-2; 2 DH-4M-3T; 1 DH-4M-2P; 1 O-2; 1 O2-A; 1 O2-B; 2 O2-C; 5 PT-1; 2 O1; 1 XI-A; 1 AT-5, total, 23; Engines -- 37 Wright-F, 54 Liberty, total, 91.

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FRENCH TRANS-ATLANTIC FLYERS LAND AT MITCHEL FIELD By the Mitchel Field Correspondent.

The French Trans-Atlantic Flyers, Captain Dieudonne Costes and Lieut. Joseph Lebriz, completed their 23,000-mile flight from Paris to New York, via Africa and South America, when they landed at Mitchel Field shortly after ten o'clock on the morning of February 11th. Had their arrival occurred on a Sunday, an immense crowd would have greeted them. In fact, ten thousand people visited the field on Sunday, February 12th, to view their famous Breguet biplane which was kept on exhibition in the Service Hangar.

Saturday morning is a busy time for New Yorkers, and only about a thousand people, mostly countrymen of the flyers, were on hand to greet them. Their reception was informal and enthusiastic. The engaging personalities of the Frenchmen made friends of all with whom they came in contact.

After having been convoyed to the field by planes from Mitchel Field and those accompanying them from Washington, the "Nungesser-Coli", landed while the Air Corps planes circled overhead. Among the first to greet the distinguished flyers as they stepped from their plane were the French Consul-General, Maxime Mongendre; Raymor Ortieg, whose \$25,000 prize was the original stimulus to trans-Atlantic flying; Edward L. Stanton, representing Mayor Walker; Clarence D. Chamberlin, who flew to Germany with Charles A. Levine; and Captain Rene Fonck.

Two Fokker Universals, piloted respectively by Bernt Balchen, who flew to Paris with Commander Byrd, and Floyd Bennett, who flew over the North Pole with the Commander, landed in time to enable them to add their congratulations.

Through the cooperation of Nassau County Chief of Police, Abram W. Skidmore, police arrangements were perfect. The "Nungesser-Coli" will remain at Mitchel Field, where a new motor will probably be installed, until Costes and Lebriz leave on their flight to San Francisco.

GRADUATE PILOTS COMMENDED FOR SMARTNESS IN APPEARANCE

Members of the last graduating class at the Air Corps Advanced Flying School, Kelly Field, Texas, were given reason to feel reconciled to the expenditure of money for new uniforms for the occasion of graduation, which took place on the morning of February 4th. Major-General Thomas Q. Donaldson, Commanding General of the 8th Corps Area, on his visit to Kelly Field in connection with the graduation exercises, complimented the graduating officers and flying cadets on the appearance of their uniforms.

"They are the best dressed group of officers I have seen for a long time", said General Donaldson. "Their uniforms, boots and belts present the best appearance I have seen in this Corps Area."

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FLYING TRAINING REGULATIONS

Senior instructors of the four specialized branches of aviation at the Air Corps Advanced Flying School, Kelly Field, Texas, were recently given a new problem in the preparation of text material for use in the training of pilots.

Orders were received from the Office, Chief of Air Corps requesting that subject matter be prepared for incorporation into a set of Training Regulations, Technical Regulations and Training Manuals. The material, when completed, will be used in the instruction of Air Corps personnel and as a standard for Air Corps operations.

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NEW YORK TO ALBANY AND RETURN IN THREE HOURS

A round trip flight between Mitchel Field and Albany was completed in three hours recently, when Lieut. Lester J. Maitland with Assistant Secretary of War F. Trubee Davison, State Senator J. Griswold Webb and Assemblyman Herbert Shonk as his passengers, left at 10:00 A.M. and a little after 1:00 P.M. had his Fokker Transport back in the hangar.

The occasion of the flight was the ferrying of the passengers named to Albany where Secretary Davison was to advise on State legislation proposed by Messrs. Webb and Shonk on the regulation of aviation, also to enable the Secretary to speak at a dinner tendered by the Legal Committee of the American Legion of the State.

The flight was a concrete example of the value of aviation and more impressive to the average newspaper reader than many of the widely heralded stunts.

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NEW CLASS STARTED AT BROOKS FIELD

With the graduation of the class which started its training at the Primary Flying School at Brooks Field, Texas, July 1, 1927, the next class, which started November 1, 1927, is about to commence its advanced training on service type ships, while a new class, to start training immediately, is now in process of reporting for duty. Sixteen officers of the Regular Army were ordered by the War Department to report at the School for the course commencing March 1st, also one Major of the Mexican Army, approximately sixty Flying Cadets and one Sergeant of the Peruvian Army are also expected. Twenty-nine Cadets reported as of February 28th.

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ARMY PILOTS MUST SECURE PERMISSION TO PILOT CIVILIAN AIRCRAFT

In connection with the question of Army pilots flying other than government-owned aircraft, Circular No. 8, War Department, February 14, 1928, provides as follows:

"Pending the revision of AR-95-15 (Air Service - Aircraft, General) November 9, 1921, the following instructions are published for the information and guidance of all concerned:

1. Military personnel will not pilot other than government-owned aircraft unless --
 - a. They have the prior approval of the War Department in each case.
 - b. They have been officially licensed by the Department of Commerce.

- c. They comply with the flight rules and regulations prescribed by the Department of Commerce.
2. While on a duty status the personnel referred to in paragraph 1 will not pilot aircraft for hire.
3. Applications for permission to pilot other than government-owned aircraft will be forwarded through military channels to The Adjutant General and will contain the following information:
 - a. Type of aircraft to be used.
 - b. Purpose of the flight or flights.
 - c. Approximate number of flights to be made.
 - d. Duration of the period in which flights will be made.
 - e. Statement that the pilot has proper license from the Department of Commerce.
 - f. Statement as to whether or not the flights are to be made for hire.
4. No special authorization is required for making flights as a passenger.

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PLANES MANEUVER IN FORMATION UNDER RADIO CONTROL

A terrific ice gale was no bar to a nine-plane formation of Curtiss Falcon observation planes led by Lieut. Roland Birnn, 5th Observation Squadron, executing a series of maneuvers at Mitchel Field, N.Y., recently under direction of a radio control officer, sending on 400 meters from the Post Operations Office.

Although 400 meters is about the center of the broadcast band and there are many powerful stations in the vicinity of Mitchel Field, Lieut. Birnn reported fairly good reception. A trailing antenna of 100 feet was used, and this did not in any way interfere with other planes flying in the formation. The opinion was that a 200 foot antenna would have given better reception, and this will be tried on a later flight.

After a check of the messages was made by Lieut. Birnn and his radio operator, Lieut. Birnn gave the commands by visual signal. A duplicate list kept at the control station showed no error in reception in the plane when the two were compared.

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H.M.S. "CAIRO" VISITS GALVESTON

On February 13th His Majesty's Ship CAIRO, a long, trim-lined thirty-knot cruiser, slipped into the entrance of Galveston Harbor, fired the National salute, which was returned by Fort Crockett, and at once the festivities began. Upon the docking of the ship, the Boarding Officer from Fort Crockett visited the CAIRO to offer civilities, assistance and any possible courtesy from the Air Corps command. He was received by the Commanding Officer, Captain J.A.G. Troupe, Royal Navy, and other officers of the cruiser, in most cordial seagoing style.

Invitations were extended to the Captain and officers, and to the crew of the CAIRO, to several functions comprising a program of entertainment arranged by members of the Third Attack Group for the ship's company during its week's visit at Galveston.

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ACCOMPLISHMENTS OF THE 19TH AIRSHIP COMPANY

By Langley Field Correspondent

The 19th Airship Company during the year 1927 established a flying record of which it is justly proud. Having been called upon repeatedly to accomplish seemingly difficult missions, there was not one instance of a failure. These missions included coast patrol flights to Lakehurst, N.J., and Boston, Mass.; regular monthly cross-country training flights to Bolling Field, D.C.; navigation and photographic missions to Fort Bragg, N.C., Augusta, Ga., Pensacola, Fla., Camp Meade, Md., New York City and West Point, N.Y.; non-stop night training and navigation flights through the States of Virginia, Maryland, Delaware, District of Columbia, Pennsylvania and North Carolina; flights to test the three wire mooring system installed at Boston, Mass., Middletown, Pa., Fort Bragg, N.C., and Augusta, Ga.; air escorts in cooperation with Army, Navy, and Marine Corps;

interception problems with airships at sea and in cooperation with heavier-than-air; experimental flights, including rescue training missions; flights, including rescue training missions; flights to test the feasibility of picking up supplies while in flight, and the remarkable feat of landing on the top of the Newport News High School building; training and demonstration flights for Reserve Officers and R.O.T.C.; carrying emergency crew for disabled planes; high altitude bombing flights; practice parachute jumps, free balloon training, including an entry in the National Elimination Balloon Races, and captive balloon flights in cooperation with Coast Artillery and heavier-than-air.

These missions at times were completed under most adverse weather conditions with only two ships of the TC type, both of which were in commission every day during the year 1927. In some instances landings were successfully performed with landing crews composed of untrained civilians.

With a record of 173:15 ship hours for the month of September and a total time of 1200:02 ship hours for the year, this company broke all lighter-than-air flying training records at this station. Though we are proud of our various feats and accomplishments in the air we find time to do other things, as witness our all around efficiency rating and athletic record. All of our records have not been made in the air. Proof of that fact lies in a cabinet possessed by the Company which is well filled with trophies.

In baseball, after a late start, the Company team trimmed everything on the Peninsula; twice defeating the strong N.A.C.A. team of Langley Field, conquerors of the Langley Post team. We are sorry there is not to be much competition for us this year, for we like a hard fight. The basketball team, representing the 19th Airship Company, won the championship for the second half of the 1927-1928 season. In football the Company furnished the majority of the Post team squad. Sergeant S. Stanowich, all service linemen and line coach for the team, worked wonders with a bunch of green material and, after defeating both Fort Monroe and Fort Eustis for the Southern Championship, went to Camp Meade and lost a heart breaking game for the championship to the heavy tanks by the score of 7 to 6, though Langley outplayed the Tanks throughout the game.

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TESTING MACHINE GUN AT HIGH ALTITUDE

Lieut. Orville L. Stephens, piloting a Curtiss Ol-B, and Captain Walter Bender, acting as machine gunner, flew over Mitchel Field, N.Y., to an altitude of 15,000 feet recently in an effort to determine what effect low temperatures would have on the operation of a Lewis machine gun.

Captain Bender, firing at various altitudes and temperatures, 97 shots in all, reported that even at the top ceiling of the flight where the thermometer showed 11 degrees below zero, the gun functioned satisfactorily. At later tests it is hoped to secure lower temperatures.

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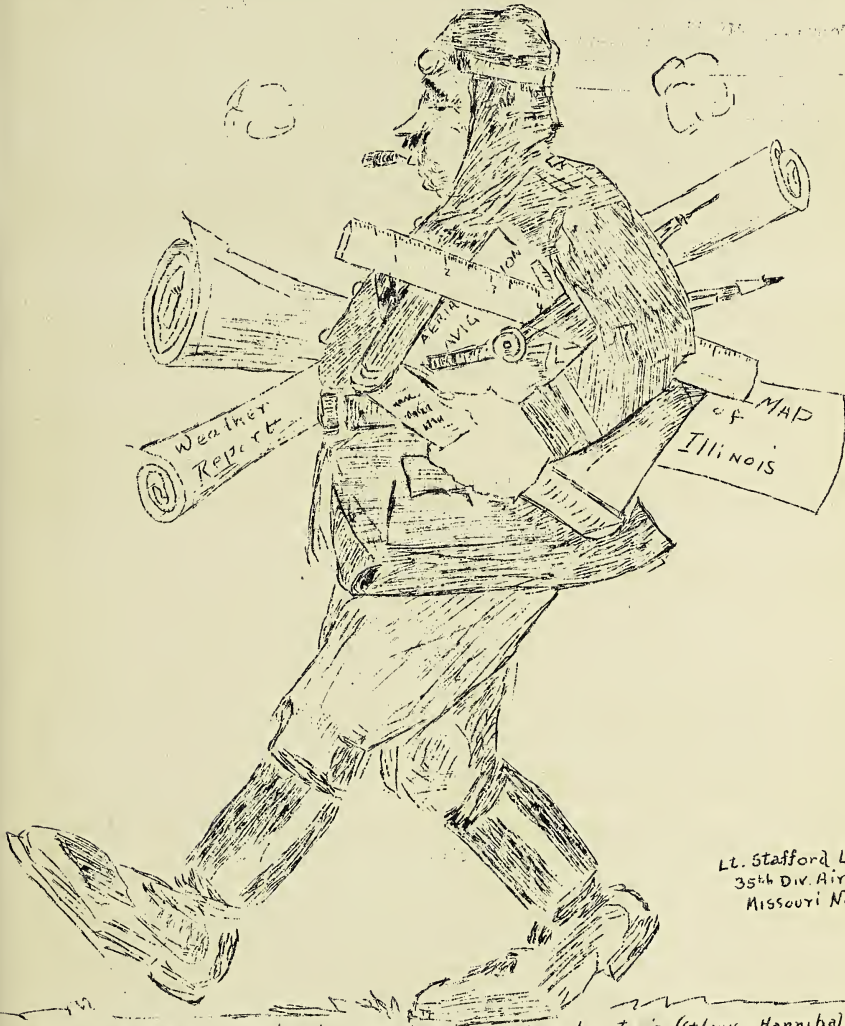
RADIO AT CHANUTE FIELD

The radio station at Chanute Field, Rantoul, Ill., is to have another complete receiver, to be used as a stand-by set and also for use in emergencies. It will be of the "loop" variety that uses a loop antenna for its collective agency. The antenna will be five feet square, containing 16 turns of wire. A rather novel idea has been advanced to do away with the swinging of signals due to vibrations of the wires when exposed to the wind. The turns of wire will be centered in grooves, then covered by some insulating material and the whole coated with some insulating paint. This will, of course, prevent swinging of the wires caused by wind action, and is expected to do away with all the disagreeableness experienced sometimes by this type of set. The loop will be mounted on the roof of the radio building. For the rest of the receiving equipment there will be used a Navy type universal tuner, with a wavelength of 250 to 7500 meters; a Navy type loop tuner, for use with all loop antenna, and a universal amplifier, which consists of three stages of radio frequency amplification, one detector and two stages of audio frequency amplification. The whole unit will be in front of the operator at all times and it will be wholly possible to work two stations simultaneously. This in itself will enable traffic to be handled more rapidly.

NATIONAL GUARD NOTES

26th Division, Air Service:

Recently Lieut. Julian S. Dexter of the 101st Observation Squadron, now detailed to a year's active duty in the Army Air Corps and stationed at Bolling



Lt. Stafford L. Lambert
35th Div. Air Service,
Missouri Nat'l. Guard.

Lt. Schultzmeir starts on the Cross Country trip (St. Louis-Hannibal)

Field, flew a P-1 from Washington to Boston in the fast time of two hours and fifty minutes, which is in less time than any other pilot has ever made it, according to the Correspondent of the 26th Division. Dexter had his face frozen on the way, but it was effectively thawed out during the evening. This was "Little Casino's" third week-end flight to Boston since going to Bolling, he having brought a P-1 and a Douglas transport on his previous flights.

What is believed to have been a record flight was made February 4th by Lieut. Clarence E. Shankle, Air Corps Instructor, 26th Division, who piloted the first of the three new O-11's to be delivered to the Guard Squadron, from Buffalo to the Boston Airport in exactly two hours and 15 minutes. The distance is estimated at 450 miles. "Dutch" was given a warm reception at the Airport by the officers of the squadron who were particularly pleased to note the 200-

mile an hour rate of speed he maintained.

The Division sent an escort of three planes to the funeral cortege of Major Douglas Gordon, late of the 101st Engineers, Mass. M.G., whose death from war wounds occurred recently. The pilots were Lieuts. R.A. Nagle, Crocker Snow and C.E. Shankle.

Considerable carburetion trouble has showed up in flying the PT-1 planes in the cold weather. A cowl of aluminum fitted about the front of each engine solved the problem, although Lieuts. Snow and Devlin, on a recent flight back to Boston from New York in sub-zero temperature, reported that the gas did not vaporize properly.

Lieut. Bert W. Devlin, champion "hardware toter" of the 101st Obs. Sqdn., was informed of a new decoration awarded him - the Verdun medal awarded the "Defenders of Verdun" by the grateful populace of that old city. "Ils ne passeront pas" is the motto it carries. Other medals this youth carries on his manly chest are the Distinguished Service Cross, the Navy Cross, Victory Medal with lots of clasps, Croix de Guerre with palm, Marine Corps good-conduct Medal, the Fourragers of the Croix de Guerre and a bucket full of expert badges.

27th Division, Air Service, Staten Island, N.Y.

The convention of the New York National Guard Association, recently held at Albany, N.Y., was attended by nine officers of the Squadron. Three planes, under the command of Major George A. Vaughn, left Miller Field at 2:00 p.m. and arrived at Albany an hour and thirty minutes later.

The Squadron has had several experiences in night flying within the past few months. One of these was a night raid upon Times Square, New York City, in conjunction with the 212th Anti-Aircraft. That unit has been of great assistance in this work, supplying two million candle power lights to illuminate the airdrome and one billion candle power light to search the sky for the attacking planes.

37th Division, Air Service, Cleveland, Ohio.

The new hangar at the field, contract for construction of which was recently awarded, will have a floor space for the planes measuring 100 by 120 feet clear. On the north side of the hangar, facing the field, will be a two-story lean-to, containing on the first floor the officers' and men's locker rooms and showers, heating plant, etc., and on the second floor the offices of the Commanding Officer, Operations Officer and Photo Section. It is expected to move into the new quarters by May 1st at the latest.

43rd Division Air Service, Hartford, Conn.

Two PT's of the 118th Observation Squadron were converted from "Texas" ships to planes which will function perfectly in the coldest weather by some ingenious work on the part of the Engineering Section. An aluminum shield, riveted to a number of pieces of strip iron for rigidity, was fitted directly in front of the forward cylinders of the engine, affording ample protection from the slipstream to prevent the cooling of these forward cylinders. Lieut. Osmond Mather, C.O. of the 118th Photo Section, gave these shields a hard test when he recently flew to Hagerstown, Md. and return in some of the coldest weather experienced this winter.

Captain Earl Fleet recently rendered real emergency service when the motor car of Major-General Paine, Connecticut N.G., broke down as he was driving from New London to Springfield, Mass., in order to catch the train for the St. Paul Convention. The General rushed to Brainard Field in a taxi, hopped into a PT-1, and Captain Fleet flew him to Albany, N.Y., where he caught the train he had planned to take at Springfield.

A large free-flying wind "T" equipped with green lights was erected on top of No. 1 hangar by the Engineering Section. This puts the final touch on Brainard Field's equipment for night flying, same including border lights, flood lights and facad lights.

Brainard Field's new Post Exchange is a big success and has already become the unofficial club room of the field for National Guard, Commercial and visiting pilots. Master Sergeant Elmer Linquist contributed two large oil paintings, executed by himself, to the Canteen, and these are greatly admired by all visitors. One painting depicts in a realistic manner the "Spirit of

St. Louis" in mid-ocean skimming close to the angry sea, and the other is a French pastoral scene, which brings back memories to those who were "over there". All officers of the 43rd Division Air Service take dinner together in the Post Exchange every Wednesday evening, drill night.

45th Division, Air Service, Denver, Colorado.

January saw the end of the Colorado coal strike insofar as the 120th Obs. Squadron was concerned. The last men and officers on active duty were relieved and activities at Lowry Field became normal.

The most noteworthy achievement during January was the 400-mile flight to Alamosa, the home of Governor Adams, and return, made by Lieut. Kearns in an O-2. With the help of a tail wind he made the return trip of over 200 miles in an hour and 35 minutes. This flight, however, again brought out the handicap under which the "mile-high" aviators are working in using ships designed for sea-level flying. Most of Lt. Kearns' route lay over the mountains. In going over one pass of 10,000 feet he stated it was just about all the Douglas could do to scrape over the top. Alamosa lies at an elevation of 7,500 feet, and with a three-quarter of a mile field, using only 40 gallons of gas, it was just possible to clear the fence at the far end.

Ceilings in the two steel hangars were completed. Final work on the installation of border lights is about completed and Lowry Field is able to take its place as one of the best equipped airdromes in the country.

32nd Division Air Service, Michigan N.G., Detroit.

With a total of 13 rated pilots and two observers, officers and men of the 107th Observation Squadron are beginning to look forward to the 1928 training encampment, when they will be given an opportunity to display to the people of Michigan the workings of an efficiently operating air unit.

A considerable number of men were enlisted during the past few months. Weekly drills are being held in the Police Department Armory.

35th Division Air Service, St. Louis, Mo.

There are a great many different types of commercial machines on the field. The Correspondent states that our observation and experience with these machines has shown us what a good job of designing has been done on some of the late type of military planes to make the machines serviceable under bad flying conditions.

Colonel Charles A. Lindbergh and Lieut. Philip R. Love, who were the proud owners of a Ford coupe before the big "hop", donated this machine to the squadron for the use of visiting officers, members of the Department of Commerce, air mail pilots and civilians whom they are personally acquainted with, and who are not too proud to ride in a Ford.

There are being installed at the field twenty steel lockers, some of which will be available for use of visiting pilots.

28th Division Air Service, Philadelphia, Pa.

The City has a steam shovel cutting down the bank at the northeast end of the field and are filling in all low spots with this material.

There has been considerable activity at the airport during the past six weeks. An actor and actress, playing in a local theatrical company, engaged a cabin monoplane and had an actual wedding ceremony performed 4,000 feet over the field.

The Squadron was represented at the formal opening of the Mercer Airport, the flying field of the City of Trenton, N.J., which is to be used as an emergency landing field for the New York to Atlanta Air Mail night flying service. It is reported that the field possesses excellent facilities and that the Department of Commerce radio beacon and flying field border lights are a great asset to the field.

VISIT OF FRENCH FLYERS TO MAXWELL FIELD

One of the big events at Maxwell Field, Montgomery, Ala., during February was the visit of the French Trans-Atlantic Flyers, Costes and LeBrix, who stopped at the field on their way from New Orleans to Washington. Long before the appointed time of their arrival, a large crowd gathered at the field to welcome them. An escort of three planes was sent to meet them. They landed at Maxwell Field shortly after four o'clock.

That evening a dinner honoring the two famous pilots was given by the people of Montgomery, followed by a reception at the Country Club. As they could not take off the next day, due to bad weather, they secured a well-earned rest, and that night Major and Mrs. Weaver entertained at a delightful dinner at the Montgomery Country Club, in their honor. On the morning of February 8th they departed, escorted on their way by several planes from the 22nd Squadron.

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WILL ROGERS VISITS MAXWELL FIELD

The officers of Maxwell Field and their wives were most enjoyably entertained on the night of March 4th at a buffet supper in the Commanding Officer's quarters. The guest of honor was none other than the inimitable Will Rogers himself, who was as amusing as ever. Mr. Rogers is a big friend of the Air Corps and has considerable flying time to his credit.

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GRADUATION OF PRIMARY FLYING SCHOOL STUDENTS.

Of the 44 students of the Primary Flying School, Brooks Field, San Antonio, Texas, who graduated on March 1st, four are officers from other branches of the Army who were detailed to the Air Corps; 7 are Air Corps Reserve Officers; one an enlisted man of the Air Corps; two National Guard officers, two officers of the Peruvian Army and 28 Flying Cadets.

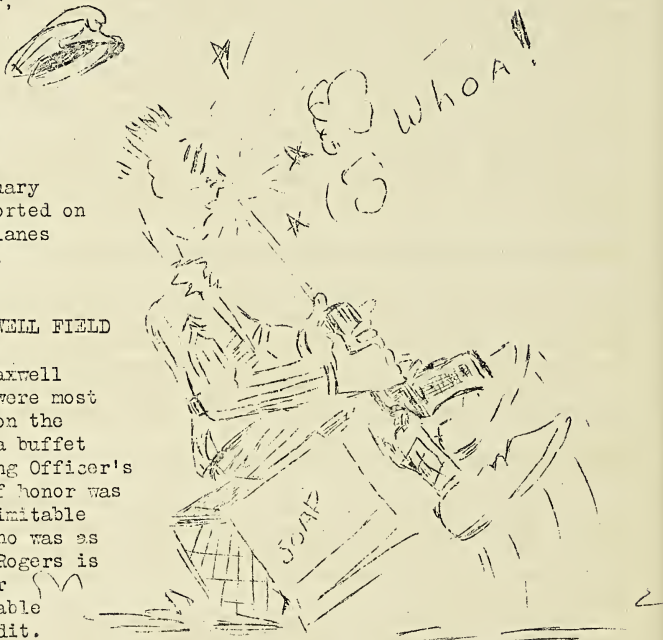
In all likelihood all of these graduates will take up advanced flying training at the Advanced School at Kelly Field. The graduates are enumerated below, as follows:

REGULAR ARMY:

Major William O. Ryan, Field Artillery;
First Lieutenant James F. Phillips, Corps of Engineers;
Second Lieutenant George V. Holloman, Infantry;
Second Lieutenant James S. Stowell, Infantry.

Reserve Officers:

2nd Lieut. Lawrence H. Chiappino	2nd Lieut. Howard B. Cock
2nd Lieut. Lloyd H. Tull	2nd Lieut. Frederick E. Glantzberg
2nd Lieut. Paul E. Shanahan	2nd Lieut. Eugene H. Rice
2nd Lieut. LeRoy Hudson	



Remember the first time this happened...??
Funny feeling... Isn't it?

- Lt. Stafford L. Lambert
Mo. National Guard

National Guard Officers:

1st Lieut. Earle T. Showalter, Texas National Guard.

2nd Lieut. Edward H. Porter, Washington National Guard.

Peruvian Army:

Lieutenant Guillermo Concha Lieutenant Manuel E. Escalante

Flying Cadets:

Joseph S. Bartles	Paul B. Wurtsmith	Fred A. Pillett
Joel E. Mallory	Myron E. Zeller	Joel G. Pitts
Edwin R. French	Isaac W. Ott	Ronald R. Walker
Leland C. Brown	William V. Pierce	Clair E. Bonner
Alfred E. Kalberer	Kenneth A. Rogers	Charles S. Vaughn
Cassius H. Thomas	Donald M. Broughton	Stewart P. Wright
Ralph O. Brownfield	Charles E. Bradshaw	James S. Henderson
Robert E. L. Pirtle	Trevor Kenyon	Roger V. Williams
George E. Price	Wm. A. R. Robertson	
James N. Peyton	Kenneth A. Cool	

Air Corps Enlisted men:

Technical Sergeant Paul E. Jackson

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ASSISTANT SECRETARY OF WAR AND CHIEF OF AIR CORPS START ON FLIGHT
TO PANAMA CANAL ZONE

The Hon. F. Trubee Davison, Assistant Secretary of War, and Major-General James E. Fechet, Chief of the Air Corps, took off from Bolling Field, Anacostia, D.C., at 6:15 a.m. Sunday morning, March 11th, in two Amphibian planes, on a flight to Panama to inspect Army Air Corps activities in the Canal Zone.

This is the first time airplanes have been used by government officials in making inspections outside the continental limits of this country. Two Loening amphibians (observation planes), part of the Army Air Corps' regular equipment, were used. Secretary Davison's plane was piloted by Captain Ira C. Eaker, Executive Officer to the Secretary, and General Fechet's pilot was Lieut. Muir S. Fairchild, of Langley Field, Va.

Increased Army aviation activity as provided for in the Five Year Army Air Corps Development Program makes the inspection essential from an administrative point of view. It is expected that the flight to Panama and return will consume three weeks. The tentative schedule allows five days for the trip to Panama; ten days to be spent in the Zone and five days for the return trip. The actual time (flying) for the round trip is figured at about 80 hours. The entire distance is about 7,500 miles.

Approval for the flight of U.S. Army planes across Central American countries was requested by the State Department through diplomatic representatives of nations to be traversed or visited. These countries include Mexico, Guatemala, San Salvador, Honduras, Nicaragua, Costa Rica and Panama. The flight will be undertaken in a series of cross-country hops, the longest single lap of which will be less than 500 miles. These hops will be covered in easy daily stages, and the use of amphibian planes gives almost continuous landing facilities along the course to be followed.

Captain Eaker and Lieut. Fairchild were both members of the Pan-American Flight which, using amphibian planes, carried America's message of good will to more than a score of Central and Latin-American countries early last year. They are thus not only familiar with the ships but also with the terrain over which they will fly. The amphibian planes are of the latest design and are equipped with inverted Liberty engines. They have a speed of about 100 miles an hour under ordinary cruising conditions.

After testing the planes, the flyers took off and disappeared in the cloudy skies, headed down the Potomac River. Radio reports to Bolling Field received later in the day stated that the two planes landed at Pope Field, Fort Bragg, N.C. Secretary Davison's plane arriving at 10:05 a.m. and General Fechet's plane five minutes later. From the time the planes took off until they landed they were subject to adverse weather conditions. The sky was cloudy and a light fog covered the river and adjoining territory. Lieut. Fairchild reported that he lost his bearings over Raleigh, N.C., and was forced to land in the city lake, where he remained for about 30 minutes. Heavy fog and smoke caused his confusion.

The planes will start on the next lap of their trip to Montgomery, Ala., as soon as weather conditions permit.

LANGLEY FIELD OFFICERS EXCEL AT SQUASH

It was generally nosed about that the officers of Langley Field were "some pumpkins" at the game of Squash, so some of the officers on duty in Washington, being somewhat skeptical and desirous of being "shown", planned to kill two birds with one stone, i.e., combine flying and physical training, and make a cross-country flight to Langley Field to ascertain how good the Langley Squashmen really are. They returned home sadder but wiser. It was, however, an enjoyable party.

Saturday, February 25th, was the day selected for the flight to Langley Field. The nine invaders from the Office of the Chief of Air Corps successfully completed their flying mission but, as may be gathered from the preceding paragraph, their attempt to subdue the Squash experts of Langley proved fruitless, for they only won two of the nine matches.

The following are the scores of the individual matches:

Washington	Score	Langley Field	Score
Major Spatz	3	Captain House	1
Major Jonett	3	Captain Oldys	1
Major Milling	2	Lieut. Bonnet	3
Captain Reed	0	Major Curry	3
General Foulis	1	Major Walsh	3
Captain Baker	1	Lieut. Melville	3
Captain Hunter	1	Captain Brady	3
Captain Kraus	1	Captain Hale	3
Captain McClelland	0	Major Cunningham	3

Rumor has it that, in order to satisfy the Washington officers' thirst for revenge, the Langley Field Squash team will come to Washington sometime before the end of March to participate in another contest. In all probability the Racquet Club will be chosen as the battleground.

While the results of the above matches may be comparatively unimportant (except to the officers of Langley Field and to those of Washington), Langley Field is to be commended most highly on its construction of two excellent squash courts, which provide a ready and most interesting means of giving the officers of that station systematic exercise which is so important to all officers of that station systematic exercise which is so important to all officers of the Army, and especially to flying officers who must, above all others, keep in first rate physical condition.

For the benefit of those who do not play squash, it may be stated that the same courts are suitable for the game of handball which can be played by any individual having the usual supply of two arms and two legs. The game of Squash is somewhat faster than handball, and is preferred to handball by practically all persons who have had any experience with both games. An officer desiring to exercise cannot always gather around him the proper number of individuals for games such as basketball, baseball, etc. In the case of Squash or handball, however, all he needs to do is to get one other officer who is similarly bent on getting some good, interesting exercise.

Langley Field's initiative in constructing Squash and handball courts is offered as food for serious thought to the Air Corps officers at all other stations. Athletic officers at Air Corps stations desiring to obtain information on the construction of Squash courts are advised to communicate with Captain Walter J. Reed, Office Chief of Air Corps, Washington, D.C.

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CONNECTICUT EXECUTIVE QUALIFIES AS PILOT

Governor John H. Trumbull of Connecticut is a real aviation enthusiast. He not only backs the 43rd Division Air Service, Connecticut National Guard, strongly with words, but shows plenty of real action. For some time he has been taking flying instruction under Major Wm. F. Ladd, and recently he was sent solo by Lieut. Harry D. Copland on a private plane. The Governor qualified for both his State and Federal license, and has been visiting Brainard Field, Hartford, Conn., on an average of twice a week to take up a ship solo and fly over the territory which he rules so wisely and well.

FLIGHT ACROSS THE CONTINENT IN AMPHIBIAN AIRPLANE

To Lieut. Bernie R. Dallas, Army Air Corps, belongs the distinction of being the first airplane pilot to fly an amphibian airplane across the American continent. Lieut. Dallas, who is on duty at the Rockwell Air Depot, Coronado, Calif., arrived at his home station on the afternoon of March 9th, accompanied by Mr. Beckwith Havens, Sales Manager of the Loening Corporation, after traversing a distance of 3,300 miles from his starting point, New York City.

The total flying time for the trip was 32 hours and 45 minutes, the amphibian averaging a speed of slightly over 100 miles an hour. Stops en route were made at Dayton, Ohio; Fort Riley, Kansas; Amarillo and El Paso, Texas, and Tucson, Arizona.

The plane piloted by Lieut. Dallas on this epoch-making trip was the standard service Loening Amphibian, powered with an inverted Liberty engine, and it functioned perfectly all along the way. The arrival of the amphibian at the various stopping points created considerable interest, particularly in Texas and Arizona, as the feat of a flying boat traversing over desert country was in itself somewhat of a novelty.

No special preparations were made for this transcontinental flight, and the successful termination of same once more demonstrated the efficiency and general utility of the amphibian as a standard service type of observation plane. This is the same type of plane which was used in the flight of Army Air Corps pilots around South America. Two of these planes are now utilized in the flight from Washington to the Panama Canal Zone being made by Assistant Secretary of War F. Trubee Davison and Major-General James E. Fechet, Chief of the Air Corps, recorded elsewhere in this issue of the News Letter.

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ARMY AVIATORS TO MAP FLORIDA COAST

An aerial photographic detachment is about to leave Bolling Field for the purpose of making an aerial map of the eastern and southern coast of Florida for the Coast and Geodetic Survey.

The detachment consists of Lieut. Julian S. Dexter, pilot and photographic officer, Master Sergeant Matos, photographer, and Private Irving Kallmyer, mechanic. The airplane to be used is a Loening Amphibian similar to those used on the recent Pan-American Flight. It is capable of operating from either land or water, which makes it particularly adaptable to this type of work.

The detachment will photograph a strip approximately ten miles wide along the East coast from Flagler Beach to Jupiter Inlet, a distance of nearly 200 miles, which contains the widest portion of the Indian River, and from Miami to the town of Everglades. The total area to be photographed is approximately 2500 square miles. This will be accomplished in about six weeks. The new Army Air Corps four-lens mapping camera will be given its first extensive service test in the accomplishment of this project. Operating from an altitude of about two miles, the scale of the photographs will be 1 to 20,000. Because of the inaccessibility of these areas, accurate data is not obtainable by terrestrial survey.

This is another example of the value of aerial photography in mapping projects. In addition to furnishing more detailed and accurate data than is obtainable by other means, aerial surveys are accomplished in a much shorter time and usually at less expense. For the survey of such regions as the Everglades of Florida, aerial photography has proved invaluable in providing information regarding sections the nature of which has rendered them entirely inaccessible to human beings. In this, as in other demonstrations of the commercial value of the airplane, the Army is the pioneer.

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BILL PASSED APPROPRIATING FUNDS TO COMPLETE TRANSFER OF MC COOK FIELD

There was transmitted to the President for his approval, on March 8th, H.R. 7008, authorizing an appropriation of not to exceed \$900,000 to be expended for the completion of the transfer of the experimental and testing plant of the Air Corps to a permanent site at Wright Field, Dayton, Ohio, and the construction and installation thereon of the technical buildings and utilities and appurtenances as may be necessary.

THE SEARCH FOR THE PATHE-BRAY COLORADO RIVER EXPEDITION

Lieut. W.K. Burgess, Air Corps, recently submitted the following official report of a flight to the Grand Canyon for the purpose of searching for the personnel of the Pathe-Bray Colorado River Expedition:

"On or about November 22nd, 1927, telephone message was received from the Air Officer, Ninth Corps Area, Presidio of San Francisco, notifying the undersigned of an expedition then en route through the Colorado River canyons and stating that this expedition was then overdue and that probably it would be necessary to send a searching party for the expedition. I was notified to hold myself in readiness for this duty.

"Request was made for the use of a Douglas C-1 transport, the country to be covered being too high and with no suitable landing fields for the operation of a Douglas O2 plane.

"First Lieutenant Dean Farran, Air Corps Reserve, then on cross-country mission to Clover Field was designated as radio officer in case transport plane would be provided. Mention in this and later telephone conversations with the Air Officer, Ninth Corps Area, gave further information of this duty, including the fact that an advance camp called Camp Pearson, was situated on the Painted Desert and that the personnel and manager of this advance camp for this expedition had agreed to provide an emergency landing field and properly mark the same with salt or flour. A general knowledge of this region convinced me that only a plane similar to a transport would be suitable for operating at that high altitude and especially so from such emergency fields as might be built by personnel other than Air Corps. This opinion and the fact that the country was not O2 country was held by the Air Officer, Ninth Corps Area also. Later experiences proved this view to be correct.

"On or about Saturday, November 23, orders were received by telephone from the Ninth Corps Area to proceed in Douglas C-1 transport which would be flown to Clover Field by Air Corps pilot from Rockwell Field for this purpose, to Las Vegas, Nevada, there to communicate by telephone or telegraph with the office of the Air Officer, Ninth Corps Area before proceeding further. Work on a radio set which had to be built completely was pushed throughout the evening and night of November 26th and into the forenoon of Sunday, November 27th, when same was completed. Take off was made from Clover Field, Sunday, November 27th at 10:40 A.M. The personnel consisted of First Lieutenant Walter K. Burgess, A.C.(DOL), pilot, First Lieutenant Dean Farran, A.C.*Res. (on one year's active duty at Crissy Field) radio operator, and Mr. Fred Brown, civilian mechanic at Clover Field, as mechanic. Landing was made at Las Vegas, Nevada, at 1:25 P.M. where radio message via Western Air Express line to Los Angeles, thence to Presidio was dispatched to the Office, Air Officer, Ninth Corps Area. Reply was received at 1:55 authorizing procedure to Grand Canyon.

"Information had been secured through officials of the Pathe-Bray Expedition to the effect that a municipal landing field existed eighteen miles south of the El Tovar Hotel, situated on the southern bank of the Grand Canyon. Take off was made at 2:30 o'clock, Pacific Time and a compass course flown towards destination. At approximately 3:30 Pacific Time or 4:30 local time, a dense cloud bank overcasting the sky was encountered. It was realized this would bring darkness from a half to three quarters of an hour earlier than would otherwise be the case. The expedition had then covered approximately 100 miles in an easterly direction from Las Vegas and was about fifty or sixty miles from destination, provided information concerning such destination was accurate and it would be possible to find such civilian field. This uncertainty caused a close scrutiny of the country with the idea of landing and waiting until morning, it not being deemed advisable to arrive at such uncertain destination at dark or even dusk. After proceeding some minutes a small lake, or water hole, approximately five miles south of the course was sighted. The borders of this lake were smooth and dry and practically level. Landing was made at 4:10 Pacific Time on the margin of this lake at an altitude of just under 6000 feet. Personnel of the expedition obtained food in a cattle branding camp cabin near this lake, sleeping in their flying clothes in this cabin and taking turns in warming up the motor of the plane at one and one-half hour intervals throughout the night, it being well below freezing temperature. It would have been very difficult to have obtained water from this lake, as it was shallow and the water area was surrounded by a wide margin of deep soft mud.

"Take off was made at 9:30 Pacific Time or 8:30 local time the following morning. The region in a vicinity of ten miles of the El Tovar Hotel was noted carefully for a possible landing place. Information had been received from civilian sources before leaving Los Angeles that areas affording landing places did exist. None were found. It was ascertained, however, that eighteen or twenty miles south of this hotel there were open fields in which a landing could be made. The commercial field of the Scenic Airways, Inc., was not identified definitely at this time. A circle of the El Tovar Hotel was made at 2000 feet above the same to notify any personnel of the Pathe-Bray Colorado River Expedition that might be present there that the plane had arrived and further to draw their attention to the fact that the plane was proceeding on the advance camp on the Painted Desert designated as Camp Pearson. All information received stated that this camp was located on the Painted Desert beyond the junction of the Colorado and Little Colorado Rivers, approximately nine miles southeast of a flat topped butte known as Shinumou Altar.

"At approximately 11:30 the vicinity of this camp was reached, in accordance with the meagre details of its location at hand. A very careful lookout was kept and the camp was located in amongst the pinon and juniper timber on the southwest side of a butte at 11:35. Landing was made at 11:40. The first request made of Mr. Gable, who was in charge of the advance camp, was in regard to the aviation gasoline and oil which had been requested forwarded by train to Grand Canyon, thence by truck to the advance camp, two days before plane left Los Angeles, or November 25. Mr. Gable informed me that the gasoline had not yet arrived. He sent on request a radiogram immediately to Grand Canyon, ordering its dispatch by truck to Camp Pearson. Mr. Gable suggested that the municipal field eighteen miles south of El Tovar Hotel be used as a base. He was informed that the type of plane used was comparatively slow and of limited gas capacity and that such a base was more than one hundred miles from the point where search was to begin, over extremely rough, uninhabited, desert country, and further that from a view of the terrain in the vicinity of El Tovar Hotel while there, it was believed advisable to operate from the emergency field provided at Camp Pearson. This field was under six hundred feet in length and about one hundred feet in width. It had one good feature, namely, that the approach in one direction could be made at zero altitude and the region immediately beyond the cleared space was not so rough as to cause a crack up provided the plane in landing rolled beyond the cleared area for a few yards at a slow rate of speed.

"On Tuesday, Mr. Bray arrived by automobile from Grand Canyon. He was immediately questioned about the gas supply. Information was obtained from him that the gas was still at the Scenic Airways Field and that he had not received Mr. Gable's radiogram dispatched on Monday, the day of our arrival at Camp Pearson. Another radio was immediately dispatched urging that the gasoline be sent by truck. In the afternoon of this day, namely Tuesday, November 29th, it was decided to go to the commercial field at Scenic and obtain a full tank supply. There remained in the tanks a little over one hour's gas which would have carried the plane to Scenic Airways Field. While preparations were being made to take off a very heavy wind and snow squall struck the camp, the wind reaching a velocity of over seventy miles per hour. Snow squalls had been intermittent throughout the morning on the canyon rims in that vicinity and north into Utah over the region where search was to be made. It was with the greatest difficulty that the plane was saved from being wrecked in this wind which almost completely demolished the camp. Had it not been for the fact that such storms had been anticipated and the plane kept well staked and roped to the ground it would in all probability have been wrecked. This wind storm prevented the trip being made to Scenic Airways Field Tuesday afternoon. Tuesday night a radio was received stating the gasoline was then under way, having been dispatched from Scenic Airways Field at noon of that day.

"Wednesday morning the gasoline had not yet arrived at Camp Pearson. It was momentarily expected, however. At 10 o'clock an automobile was obtained and start was made out over the desert road to see what had become of the truck bringing in the gas. It was encountered after a few miles and reached the emergency field at Camp Pearson at 11:15.

"The plane was immediately gassed and without waiting for lunch take off was made at 1:15. Flight was made direct to the Colorado River which was encountered a short distance below Lee's Ferry. Flight proceeded up the river

to Lee's Ferry where a number of boats and piles of duffle resembling hogans (Navajo Indian houses) were noticed on the river bank. Circles were made and signals by throttle and by zooming were made above this location. No response was given by smoke, by white pieces of cloth or other signals. It was strongly believed, however, that these boats and piles of baggage belonged to the river expedition. The wind currents at this point are very treacherous in the canyon. A little more than four hours of daylight yet remained. Failing to get a response from this prospect, it was decided to proceed up the river, searching as carefully as possible, knowing that if the objects noted and signaled to at Lee's Ferry were the expedition that the same were safe and if they were not, the expedition, it would be inadvisable to proceed down into the canyon or waste further time in signaling. The delay in obtaining the gasoline from the Grand Canyon or Scenic Airways Field rendered it doubly imperative that the search should not be further delayed.

"The river was carefully flown to a point just under the junction of the Colorado and Green Rivers in Utah, a distance of approximately two hundred miles by river. Every bend, canyon and elbow of the river of this entire distance was carefully scanned. At a point just below the junction of the Green River it was decided that return should be started if camp was to be reached before dark. On the return the river was again searched. Opposite Navajo Mountain on the border of southern Utah, in the region of the Rainbow Bridge, the terrain is exceptionally broken and rough. A very heavy head wind and wind squall was encountered at this point which lasted twenty minutes and during this time the plane was severely buffeted and made very little headway. From the time of leaving Lee's Ferry until reaching the northern edge of the Painted Desert on the return, a round trip distance of approximately four hundred miles by river, not one single emergency landing place was encountered. Landing was made at Camp Pearson again just at dusk, to learn that the boats and piles of duffle seen on the sand at Lee's Ferry did belong to the river party and that the same had seen the plane and had landed there approximately five minutes before the plane circled above the ferry.

"Wednesday night or Thursday morning I was informed that Mr. Bray had radioed for the plane to stand by during the remainder of the expedition's trip through the river to Las Vegas, Nevada.

"A short flight was made Thursday afternoon with Mr. Smith, a missionary to the Navajo Indians, to a point on the reservation where a ceremonial dance was to occur. The Navajos, a comparatively primitive Indian tribe, did not believe in the existence of airplanes, with the exception of the few who had been at the camp assisting in making the emergency field, in carrying for the plane during the wind storm, etc. Next to none had seen a plane and it was believed it might be of future value to the Air Corps and aviation in general if as large a number as possible saw the plane, in case of some future forced landing in their reservation which is large, being more than two hundred miles across and covering a large part of the northern part of the state of Arizona, this in a region remote from any other human assistance. The following day, Friday, a flight was made to Scenic Airways Field, eighteen miles south of Grand Canyon to leave Lieutenant Farran in order that he might check over the possible radio supplies available there and at G and Canyon. These supplies were required in order to remedy defects that had been noted in the radio equipment built at Clover Field before starting. On this trip Mr. Bray was carried from Camp Pearson to the Scenic Airways Field, also a Navajo Indian, a brother to the chief of all the Navajos. This Indian, a man of great influence among his people volunteered and requested, through Mr. Smith, the missionary referred to before, that he be permitted to go in order that he might be able to prove to his people that airplanes were all right and convince them that should one land in the desert on their reservation they should go to it rather than avoid it.

"Return was made to Camp Pearson at about 4:45 P.M. Lieutenant Farran and Mr. Bray stayed at Scenic Airways Field. Upon arrival at the camp the radio directing the return of the flight to Clover Field the following Sunday was received. Preparations for a departure the following morning was immediately begun. The expedition left Camp Pearson with all the emergency supplies and equipment on board, Saturday afternoon. Landing was made at Scenic Airways Field at approximately 11 o'clock. Mr. Bray had kindly offered to take the personnel of the expedition on a short trip down one of the canyon trails from El Tovar Hotel. This was done Saturday afternoon. A second radio directing

return of the expedition by Sunday was received that evening. (Saturday).

"Sunday morning, upon reaching the Scenic Airways Field, a twenty to thirty mile northwesterly wind was found to be blowing. This wind would have been favorable for the return trip and normally have been of no hazard. When flying over the region north and northeast of Scenic Airways Field which is a slope approximately seven hundred feet on its north and eastern edges above the area on which Camp Pearson is located, it had been noted that there was a distinct downward draft in the atmosphere over this slope. It is believed this was caused because of the following conditions. The northern rim of the canyon at this point is over 8000 feet altitude, the south rim approximately 7000 feet. The Scenic Airways Field is a little above 6000 feet. The south rim turns to the east along the southern border of the Little Colorado River, forming a funnel or "Y" shaped area leading into the Grand Canyon, itself. In this "Y" shaped area is located the Painted Desert at an elevation of about 6000 feet. The wind was directly out of the northeast over this area. It struck the bottle neck of the canyon and was forced up over the south rim, being deflected upwards by the south rim and then settling downward over the slope referred to in the vicinity of the Scenic Airways Field, this in much the same manner as smoke may be noted settling down a house roof. As stated before, on days of less wind this condition had been noted. For this reason the plane was taxied well back to the southern portion of the field. Take off was made in approximately four hundred feet run. A distance of approximately three miles was covered and an altitude of between five and six hundred feet had been obtained. At this point a turn to the west away from the rapidly approaching south canyon rim slope was attempted. Apparently the edge of the downward wind area was encountered at the same time as the plane began to lose altitude very rapidly. The turn which was not yet completed, was not finished, the plane being immediately kicked around square into the wind. Over a mile was flown from this point, the plane continually losing altitude although being climbed directly into the wind as much as it would stand.

"After flying above the pine forest for approximately three miles after leaving the airdrome the plane settled finally into the tree tops. The motor was turning up 1450 but would have turned up 1500 had the plane not been climbing. At no time did the motor turn more than 1500. This, while not being as much as desired, is not unusual with the large propellers used on a C-1 transport. The maximum R.P.M. should be between 1550 and 1600 with this propeller. Had the motor delivered this amount and had the plane not been so heavily loaded with spares, radio batteries, etc., it might have been possible to have pushed through this downward current to the edge of the canyon rim where a rapidly ascending strata of air would have been encountered. It was impossible in any event to turn around in it without flying directly into the ground.

"All four wings were damaged beyond repair. The landing gear was pushed aside but was little damaged. The plane did not strike the ground. The propeller was chewed off on the top of a pine tree carried away by one wing and which settled beneath the nose of the plane. The ailerons and tail surfaces, with the exception of one flipper were undamaged. The shearing away of the wings on three pine trees took up the forward speed of the plane. No injury was sustained by any member of the personnel. All members of the personnel walked back to the Scenic Airways Field where cars carried them to the hangers. Arrangements were made the following morning with ex-lieutenant Van Zandt, manager of the Scenic Airways Field, for the use of two of his men and various parts of his equipment for bringing out the plane. One of his workmen was posted as a guard on the plane through the evening and night. This workman during the daytime felled trees with which to make a skid. Large bolts were obtained at Grand Canyon with which to spike the skid together. A tractor belonging to the County and on road work nearby was also obtained. A skid of green pine logs was completed, the tail raised by placing a snatch block and tackle on a pine tree nearby, the skid pushed under and the fuselage lowered directly onto the skid after the wings and tail surfaces were removed. A great deal of difficulty was encountered in dragging the fuselage out of the timber, it being necessary to prepare a roadway over a good portion of the way. The fuselage and all parts of value were gotten down to the hangar at the Scenic Airways Field Tuesday night. Wednesday morning the fuselage was raised, placed upon a large truck trailer and then, with the other parts, hauled eighteen miles north to Grand Canyon Railroad depot where an end door freight car had been obtained by wiring for the same the previous Sunday. The fuselage was loaded and

carefully secured in place Wednesday afternoon. Departure was made by rail from Grand Canyon to Los Angeles Wednesday night.

"Due to the isolated locality and the lack of any other possible equipment a great deal of thanks are due to the Scenic Airways, Inc., for the use of their entire facilities and several of their men in getting this heavy plane dismantled and out through three miles of dense forest over rough, rocky and boulder-strewn terrain, loaded onto a trailer and hauled over eighteen miles of mountain roads and loaded and packed in a freight car in three days.

"After leaving Clover Field the members of the flight spent one night sleeping in their flying equipment at Laguna on the open desert between Las Vegas and Grand Canyon, one night in flying clothes in a Navajo hogan near Camp Pearson after the same had been wrecked by windstorm Tuesday afternoon, and the two nights immediately following the Joe Lee's trading post fifteen miles across the desert from Camp Pearson.

"A great deal of care was required in husbanding the starting battery, completely draining the motor after each flight, and keeping the motor and controls reasonably free from sand and dirt kicked up by the wind squalls. Mr. Fred Brown, a civil service employee at Clover Field, rendered the most loyal and valuable service in this connection. Too much credit cannot be given First Lieutenant Dean Farren, A-C-Res., now on one year active duty at Crissy Field, for his work in building and operating the emergency radio equipment carried."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Major Ralph P. Cousins from Office Chief of Air Corps to the Philippines, sailing about May 16th from New York.

Captain Harrison W. Flickinger from Middletown Air Depot to Hasbrouck Heights, N.J., for duty as Air Corps representative at Atlantic Aircraft Factory.

Captain Frank W. Wright, upon completion of course at Army Industrial College, to Philadelphia, Pa., to take course of instruction at Quartermasters' School, commencing September 1, 1928.

1st Lieut. John M. McCulloch from Middletown Air Depot to Mitchel Field, N.Y.

1st Lieut. Thad V. Foster, Kelly Field, to 8th Corps Area Headquarters for duty as Control Officer, Southwestern Airways.

1st Lieut. James D. Givens to March Field, Calif., instead of Langley Field, Va., upon completion of foreign service tour.

1st Lieut. Charles H. Dowman, Kelly Field, to March Field, Calif.

1st Lieuts. Wm. C. Goldsborough, Isaac J. Williams and 2nd Lieut. Wilfrid H. Hardy from Kelly Field to March Field.

1st Lieut. Floyd A. Lundell from Advanced Flying School, Kelly Field, to Bolling Field, D.C.

Captain Ralph H. Wooten from Office, Chief of Air Corps to Fort Crockett, Texas, effective June 14th.

Major Henry C. Pratt from Office, Chief of Air Corps to Mitchel Field, N.Y., effective June 1.

2nd Lieut. Archibald Y. Smith from Chanute Field to Scott Field.

1st Lieut. Willis R. Taylor from Crissy Field to Ft. Sam Houston, Texas.

1st Lieut. Edwin B. Bobzien, upon completion of tour of foreign service, to Crissy Field, Calif.

2nd Lieut. Wilfred J. Paul, Crissy Field, to the Philippines, sailing about March 29th.

Orders re. 1st Lieut. Donald F. Fritch, Brooks Field, to Philippines, revoked.

1st Lieut. Neal Creighton, Scott Field, to Walter Reed General Hospital for observation and treatment.

1st Lieut. Clyde A. Kuntz, Kelly Field, to Hawaiian Department, sailing on or about June 9th.

2nd Lieut. Reginald R. Gillespie, Langley Field, to Hawaiian Department, sailing about June 30th.

1st Lieut. Howard G. Davidson, Scott Field, to Philippines, sailing about May 16th.

2nd Lieut. Arthur L. Bump, Jr., Fort Crockett, Texas, to Philippines, sailing about June 8th.

Detailed to Air Corps, and to Brooks Field, Texas, for primary flying training:

1st Lieut. Wm.D. Schas, Infantry.

2nd Lieut. Theodore Kalakuka, Cavalry.

2nd Lieuts. Harold H. Hunt and Ronald I. Pride, Field Artillery.

Relieved from Detail in the Air Corps:

2nd Lieut. James W. Smyly, Jr., to Infantry, 2nd Div., Ft. Sam Houston, Texas.

2nd Lieut. Charles Cavelli, Jr., to Field Artillery, duty in Hawaiian Depot.

2nd Lieut. Matthew K. Deitchelman to Coast Artillery, Fort Monroe, Va.

1st Lieut. Charles S. Ward, to 8th Engineers, Mtd., Fort Bliss, Texas.

2nd Lieut. Marvin J. McKinney relieved from duty Primary Flying School and attached for duty with 2nd Division, Fort Sam Houston, Texas.

Promotions:

Captain Howard J. Houghland to Major, rank from December 15, 1927.

Captain Charles B. Oldfield to Major, rank from December 20, 1927.

Captain William H. Crom to Major, rank from February 11, 1928.

2nd Lieut. Wallace E. Whitson to 1st Lieut., rank from February 1, 1928.

2nd Lieut. Russell J. Minty to 1st Lieut., rank from February 4, 1928.

2nd Lieut. Will W. White to 1st Lieut., rank from December 13, 1927.

2nd Lieut. Clyde K. Rich to 1st Lieut., rank from December 18, 1927.

2nd Lieut. Paul W. Wolf to 1st Lieut., rank from December 29, 1927.

2nd Lieut. Lawrence C. Craigie to 1st Lieut., rank from December 20, 1927.

2nd Lieut. James F. J. Early to 1st Lieut., rank from February 14, 1928.

Resignation: 2nd Lieut. Lawrence Clifton Elliott.

Transfer: 2nd Lieut. Marvin J. McKinney to Coast Artillery and duty with 62nd Coast Artillery, Fort Totten, N.Y.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, February 16th.

Thirteen recently graduated Flying Cadets remained on cadet status at this station while awaiting the examination for commission in the Regular Army. The examination took place on February 27th, the cadets being discharged immediately thereafter.

The flying instructors at this station enjoyed a short vacation during the month of February, due to the lack of student material on which to occupy their time. Work is scheduled to start again when the new class arrives about March 3rd. The more ambitious of the instructors set about to accumulate enough sleep to carry them through the next four months.

The Secretary of the Air Corps Advanced Flying School, in delving through the old 1917 and 1918 flying records, discovered many interesting "Cadet Progress Cards" of pilots in the service. He has segregated them alphabetically and if any of the Air Corps pilots who were trained here at Kelly Field during the War want to know how "hot" they were as students, the Secretary will be glad to let them see their cards upon visiting Kelly Field.

The Kelly Field aspirants for a trip to Langley Field next summer for the annual gunnery matches are busy every afternoon piling up scores on the machine gun targets. Lieut. E.E. Partridge is high man at this time, with Lieut. L.S. Smith a close second.

43rd Squadron Notes: The AT-4s are coming into use quite extensively for cross-country work. Some pilots prefer them to the larger and more cumbersome two-place planes. With the addition of the auxiliary "belly" tanks, these planes are suitable for almost any kind of cross-country trips.

The following is a list of cross-country flights in AT-4s for the past week;

Lieut. Prudhomme to Lake Charles, La.

Lieut. Y.H. Taylor to Temple, Texas.

Other cross-country flights were --

Lieut. B.S. Thompson to New Orleans, La. Lieut. Thompson escorted the French Flyers, Joseph LeBrix and Dieudonne Costes from Galveston, Texas, to New Orleans, La.

Lieut. J.B. Burwell to Lake Charles, La.

Personnel: Private 1st Cl. M.E. Hay returned from 90-day furlough. Private M.I. Smith reenlisted on the 16th. Private E.A. Elrod is being discharged by purchase.

San Antonio Air Depot, Duncan Field, Texas, February 16th.

Rear Admiral Masataka Ando, accompanied by Commanders Toshio Matsunaga and Kishichi Magoshi and Lieut.-Commander Wataru Kamase, of the Imperial Japanese Navy, on a visit to various military activities in this section, paid a visit to this Depot on February 13th.

Major Jacob E. Pickel, Executive of the Office of the Chief of the Materiel Division, afforded this Depot the pleasure of a visit and several helpful conferences on Depot matters, on January 31st and February 1st, on his return to Wright Field from a trip to the West Coast.

Captain Vernon L. Burge, of Mitchel Field, recently on temporary duty at the Air Corps Advanced Flying School, Kelly Field, was detailed for a short period of temporary duty at this Depot to study Depot work and problems. He joined us on February 7th.

Lieut. Stanton T. Smith, of the Little Rock Air Depot, was a visitor at this depot, ferrying a P1-A from the Depot on February 9th to the Fairfield Air Depot via Dallas and Little Rock.

Lieut. Harry A. Halverson of this Depot has been quite ill since February 9th, entering the Station Hospital at Fort Sam Houston on the 14th.

Mr. Horace C. Rodgers, Inspector of the Headquarters of the Materiel Division, Wright Field, arrived at this Depot February 15th for temporary duty for the purpose of inspection of steel tubing in stock.

A very successful event in civilian social circles at this Depot was the Valentine Party held by the Duncan Field Civilian Club on the night of February 14th at the Duncan Field Recreational Hall. A great variety of entertainment was arranged, suiting everyone's taste. A minstrel show was given and "went over big"; also there were many games of Bridge, bunco and five hundred, with

attractive prizes for the winners of each. A "Valentine Post Office", of course was established, with a heavy delivery of appropriate comic valentines for each guest. Dancing was also indulged in, with excellent music. Some 150 persons were present and enjoyed this occasion to the fullest extent.

France Field, Panama Canal Zone, February 14th.

France Field chalked up another errand of mercy to its credit. On January 17th a call was received from President Chiari to bring down a Mr. Gratis, who was very sick at Las Lajas. Lieut. Howard in a DH and Sgt. Besoit in an accompanying ship left France Field immediately, landed at Las Lajas and proceeded to a Zone hospital to deliver the ill man.

The month of January was, indeed, a busy month on the air lines of Panama. On the 6th Lieut. Gaffney with Major Prescott and Major Berry as passengers flew a Martin Bomber to inspect the building of a new landing field at Chame. On the same date Captain Connel and Lieut. Cronau in Martin Bombers, with Mr. Arias, Mr. Norton, Sgt. Kelly and Corporal Wright as passengers, flew to David and rested a few days at the mountain resort of Boquette. On January 11th Lieut. Larson and Lieut. Howard, in Martin Bombers, flew to David with the Jurado brothers to prepare for the coming of Lindbergh and his party. Two days later Lieut. Davidson in a Martin, with Sgt. Meeks, Sgt. Bracks and Corp. Hawkins as passengers, and Captain Harold in the Transport with Sgts. Kelly and Raymond, ferried the supplies to David for the week's outing.

On January 13th the first echelon of Colonel Lindbergh's following left France Field for David. This was composed of Lieuts. Parker, Merrick, LeBrou, Cumberpatch, Pearcy and King in PW-9s. The next day Colonel Lindbergh, Capt. Simolin and Lieut. Douglass in FW-9s and Lieut. McDonald and Major Prescott in a DH, arrived in David. They were joined by Colonel Fisher, Lieuts. Gaffney and Williams on the 16th. Lieuts. Martin and Bailey brought a Martin and the Transport up on the 21st to ferry back the passengers and unused groceries. The whole party returned on this date.

On the 24th of January Colonel Lindbergh, Colonel Fisher, Capt. Skemp, Lieuts. Gaffney, McDonald and Douglass, in three Amphibians, flew to the Pearl Islands to enjoy a day's fishing. They returned the following day with no fish.

Major Kennedy, from the Office of the Chief of the Air Corps, spent the first two weeks of February as a guest at France Field. He was here to confer and make recommendations as to the building of the new airdrome at Albrook Field, on the Pacific side of the Isthmus. No doubt as soon as he returns to Washington, we will see work started at our new field.

Lieut. and Mrs. Kellogg Sloane, former members of the Panama garrison, now stationed at Bolling Field, spent a month's leave on the Isthmus.

During the first week in February we lost three very valuable members of the Sixth Composite Group. Lieut. Evans left France Field for Mitchel Field. Lieuts. Larson and Gaffney departed on the 7th for San Antonio. They carried with them the best wishes of the officers at France Field.

Major Bock, Lieuts. Zane, Downey and Propst returned from their leaves in the States and seem satisfied to continue their duties at France Field. It is very strange that four bachelors returned sans femmes.

The U.S.S. SARATOGA arrived in Panama on the 4th of February and departed on the 14th for the west coast. While the ship was in dock many interested visitors inspected it, but none were more interested than the officers from France Field. Everyone was very much interested in the work that is carried on and the construction of the ship itself. While in port the flying officers of the Saratoga used Albrook Field as a flying base.

Lieut. E.D. Jones was unsuccessful in trying to sell the hunting breeches that Colonel Lindbergh borrowed from him on his trip up country. We understand that since E.D. has been unable to get his price from them he will send the aforementioned breeches to the Smithsonian Institute.

The Boxing Championships for the Panama Canal Department were held at Fort Davis, C.Z., on the evening of December 23, 1927. Contestants in each of the eight classes were selected by a series of elimination bouts, held at various posts of the Atlantic and Pacific side of the Isthmus.

The finals were evenly divided each side winning four of the gold medals, awarded by the Department. Of the four medals won by the Atlantic side team, two were awarded to men from France Field. Private Cole won the lightweight

championship while Private Felix was crowned king of the welters when he defeated the highly rated Bobby Ray, of the Pacific side team. Most of the interest centered upon the welterweight class, as Bobby Ray was touted to take anything his weight in the Army and had quite a bit of professional experience, prior to his arrival in this Department. But Felix, a clever boxer, outpointed his more experienced rival and was awarded the decision of the judges and the gold medal. Both Felix and Cole are members of the 24th Pursuit Squadron.

In addition to the two gold medals, won in the finals, three bronze medals were awarded men from France Field in the elimination contests on the Atlantic side. Palangan of the 24th Pursuit Squadron taking his bout in the 147 lb. class while Hill of the 25th Bombardment Squadron came through in the lightweight class. Felix fought through the elimination contests as a middleweight and had an easy time in walking off with his bout.

In the semi-finals two silver medals were won by the France Field Team. Hill, of the 25th Bombardment Squadron, due to injuries sustained in training, was eliminated, but his place was ably taken by Cole who defeated his opponent, thereby securing one of the silver medals and the honor to represent the Atlantic side in the finals. Felix also fought through the semi-finals as a middleweight and was declared the winner without a dissenting vote.

After the semi-finals Felix was trained down to fight in the welter class, as it was believed he was the only man who had a chance to take the Pacific representative, Bobby Ray, in camp. The wisdom of this move was proven when Felix came through and defeated Ray, and sent the Pacific side rooters back home wiser, sadder and empty of pocket.

Scott Field, Belleville, Ill., January 21st.

Scott Field will soon be recognized as the rival of St. Moritz and White Plains if present plans and anticipations materialize. The tornado of last September which suddenly swooped down on Scott Field, after its terrific onslaught on St. Louis, carried away with it the greater part of Hangar No. 4. Permission to remove the ruined structure was obtained late in December, and the idea was conceived of placing a curb around the cement floor and flooding it with water during the next cold spell. On the strength of a prediction for plenty of cold weather, Santa Claus was persuaded to be generous with ice skates to the personnel and they were sharpened and shined for a strenuous campaign. Quartermaster pillows, too, have, for some reason unknown become unusually popular.

Orders were received by Captain Charles M. Savage, Lieuts. Orvil A. Anderson and Lester M. Rouch, sending them to the Philippines for a two-year sojourn. As was spoken by a foremost soldier of ancient days, "The old order changeth, etc." So it is at Scott Field. Old faces are gradually disappearing and new ones take their places.

Preparations for the annual bombing competitions are under way and excellent results are being secured. Bombs are being dropped from TC-type ships upon the bombing range just east of the airship hangar. A canvas 20 feet in diameter is beginning to look like a piece of cheese cloth from the effects of the well placed bombs. Captain Kepner, a member of the winning team in last year's competition, has charge of the preparations and is expected to pick the teams to represent Scott Field.

Langley Field, Hampton, Va., March 2nd.

19th Airship Company: On February 21st the Company held its annual organization day celebration. The program began at noon with a special chicken dinner. At 1:30 P.M. the entire company assembled on the parade grounds, where an athletic program was staged. Lieut. L.F. Young, the Company E. & R. Officer, ably assisted by Lieut. R.R. Gillespie and Warrant Officer R.E. Lassiter, officiated as field judges.

The first event was a tug of war between the hangar detail and the company detail, better known as the bull gang. The bull gang won this event in an easy manner by sheer weight, main strength and awkwardness. The fifty yard sack race was won by Corporal Benecick, while Private Spiatto devoured the potato race. The next event was the fifty yard three-legged race, which was captured by Corporals Hetrick and Kowaleski in easy fashion. These two men ran like one and

showed signs of much practice. The time was $6\frac{1}{2}$ seconds. The final event on the program for the afternoon was an indoor baseball game played outside between two selected teams from the company at large, the "Heliums" and "Hydrogens" The "Hydrogens" being lighter and therefore much faster, managed to eke out a victory by the score of 15 to 14 in seven innings. In the evening, beginning at eight o'clock, the remainder of the program, consisting of boxing, wrestling, tumbling and a few novelties suggested by Lieut. Young, were staged in the company recreation room. This was preceded by a reading of the company history with comments by Lieut. A.I. Puryear, the Company Commander. The first event was a battle royal, and was won by Private Friend. The next fight, brought together Privates Hill and Nethkin for the "Helium" weight championship of the company. These men fought so courageously and bitterly that an extra round was ordered to determine the winner, but at the end of the extra round the fight was called a draw and both men were given a first prize. In the light weight division Private Hartsough outpointed Private Jennings by a shade, and Private Abrams had the best of his argument with Private Rose in the heavy class. The last scheduled contest of the evening was a wrestling match between Privates Frank and Eckret. Each man was credited with a fall by the referee, Lieut. U.G. Ent. After the regular program the company acrobats Privates Kelly, Frank and Russler, gave a demonstration of tumbling, which proved to be one of the best events on the card. There was also an egg rolling contest which was won by Corporal Kowaleski and the pie eating contest, in which Private Biggs was declared the winner. Throughout the program cigars, cigarettes, sandwiches and drinks were passed around.

Captain Charles P. Clark, commanding the 19th Airship Company, was ordered to Edgewood, Maryland, Chemical Warfare School on temporary duty for the purpose of taking the Line and Staff Officers Course of instruction for approximately ten weeks. Captain Clark left on February 12th. 1st Lieut. William J. Flood assumed command.

On February 13th Captain E.S. Schofield, pilot, with Corporal L. Hunter, recorder made a free balloon flight of twelve hours and forty-seven minutes, landing at Bacon Castle, Virginia.

Lieut. William J. Flood was ordered to the Air Corps Advanced Flying School, Kelly Field, Texas, for the Special Observers course beginning March 1st. Upon the departure of Lieut. Flood, 1st Lieut. A.I. Puryear assumed command of the organization.

On February 17th, at about eight o'clock the airships TC-5-251 and TC-10-254 left Langley Field for Bolling Field in formation flight for the purpose of training officers who are stationed at Washington, D.C., and who are attached to this organization for flying duty.

The 19th Airship Company, representing Langley Field in the Virginia Soccer League, finished the season just closed in first place. The company team, playing against teams representing Newport News, Norfolk, and Ocean View, ran rough shod over all opponents in the latter part of the season. In the last game the team, playing against Ocean View, established a season's record score of 7 to 0.

96th Bombardment Squadron: During the past week this organization had a total of 51 hours, 40 minutes aircraft time, consisting of 75 flights. Missions participated in during this period were bombing, cross-country, night flying and miscellaneous flights.

On February 20th, this organization made a night raid on Byrd Field, Richmond, Virginia. The first plane left the ground at 6:00 P.M. and the remaining planes cleared at five minute intervals. The object of this was to launch a large number of individual attacks upon an objective during the hours of darkness. All of the attacks were simulated, but actual conditions were paralleled as closely as possible. After reaching the objective and simulating the raid all planes returned to Langley Field, landing at five minute intervals.

Four planes of this organization with a crew of four officers and twelve enlisted men, made a cross-country flight to Middletown, Pa., on February 21st. Each plane was loaded with one spare Liberty 12-A motor and, all with the exception of one plane which to date has not cleared Middletown, Pa., returned to this station on the same date.

Lieut. O.P. Hebert, of this organization and three passengers returned from a cross-country flight from Mitchel Field, Long Island, New York, February 12th. En route to Mitchel Field Lieut. Hebert stopped over at Phillips Field, Aberdeen Proving Ground.

Six planes, on February 13th, participated in a formation flight to Richmond, Va. (Byrd Field). The object of this flight was to maneuver from a small field.

Rockwell Air Depot, Coronado, Calif., February 17th.

A little jaunt to San Francisco and back between breakfast and dinner is a mere trifle in the life of Lieut. B.R. Dallas, Rockwell Field flyer. He made the round trip in 7 hours and 19 minutes flying time, but spent a little more than two hours in the Bay City. His trip actually took him ten hours. Leaving here at 6:10 A.M., he reached San Francisco at 10:10 A.M.; took off on the return trip at 12:51 P.M., and glided to the North Island field shortly after 4 o'clock. In his flight he averaged more than 100 miles an hour, as the distance he covered is in excess of 1000 miles.

Brigadier-General Ralph H. Van Deman, 6th U.S. Infantry Brigade, and Staff, recently arrived for station at Fort Rosecrans. The military commands in the vicinity of San Diego, i.e., Rockwell Field, Fort Rosecrans and Camp L.J. Hearn, pooled their resources, and on February 16th gave a reception at the Officers' Club at Rockwell Field, in honor of General and Mrs. Van Deman, the officers on General Van Deman's staff and their wives. The Club was attractively decorated with greens and plants borrowed from the Naval Air Station. The U.S. Grant Hotel orchestra was hired for the occasion. Increased ferry service was provided by the San Diego-Coronado Ferry Co., to enable visitors to return to San Diego until 1:30 A.M. Approximately 500 people attended. The Commandant, 11th Naval District, Rear Admiral J.S. McKean and Staff, Commanding Officers of Naval and Marine Corps units, and representatives of other governmental activities attended, as well as representative citizens in San Diego. This is the first function of its kind attempted at Rockwell Field, and was a marked success.

Lieut. F.J. Koenig, with Sgt. Van Sickel, from the office of the Air Officer, 9th Corps Area, arrived at the Rockwell Air Depot in the interest of reserve activities on Feb. 16th and returned the following day.

The following officers from March Field visited this Depot during the past 15 days: Captains Edwards, Peters, Boland, Lieuts. Pitts, Robinson, Kenney, Allison, Taylor, Plummer, Owens, Glasscock, Post, Schramm, McCullough, Bassett and Harper.

Major A.L. Sneed, Captain L.M. Field and Lieuts. O.P. Gothlin, Jr. and R.M. Robbins made trips to March Field within the last 15 days.

On February 9th Major J.E. Houghton, with Captain E.E. Giffin, made a cross-country flight to Clover Field, intending to return the same day. They were compelled to stay over until the next day, however, on account of high winds, which at times reached a velocity of 65 miles an hour.

Lieut. Ray Clark, with passenger, made a cross-country trip to the Western Air Express at Los Angeles, returning same afternoon.

Lieut. George A. Jones, Reserve, and Lieut. Dean Ferran, Reserve, arrived Feb. 13th from Crissy Field in a Douglas O-2. The latter returned the following morning. Lieut. Jones was called to his home in San Diego on account of the death of his father.

Lieut. W.R. Taylor, with Sgt. W.L. Klutz, arrived here Feb. 14th from the 15th Photo Section, Crissy Field, for the purpose of taking aerial photographs of the Rockwell Air Depot, required by the Chief of Air Corps for historical record purposes.

Fort Crockett, Galveston, Texas, February 29th.

On the evening of Feb. 13th, on the occasion of the visit of the British Cruiser CAIRO to Galveston H.M. Consul, Mr. F.W. Paris, and Mrs. Paris, held a ball for the visiting officers at Hotel Galvez, which was largely attended by officers and ladies of Fort Crockett.

On the following morning official calls were exchanged by Captain Troupe of the CAIRO and Major Frank D. Lackland, Commanding Fort Crockett and the Third Attack Group.

On February 15th, 150 enlisted men of the Royal Navy and the Royal Marines were entertained at a holiday dinner at the squadron messes by the 8th and 90th Attack Squadrons and the 60th Service Squadrons. This was followed by a soccer game on the Fort Crockett parade ground between the British team from the cruiser and the 3rd Attack Group team, in which the Britishers took the

honors. In the evening the officers of the 3rd Attack Group received and entertained at a Military Stag Dinner the Captain and officers of the CAIRO at the Air Corps Club, Fort Crockett. The evening, after dinner, was spent lounging in the Club, during which the seagoing gentlemen and the Attack Group officers became thoroughly acquainted to the accompaniment of violin solos by Lieut. Earl C. Robbins, with Lieut. Reginald Heber at the piano, and Lieut. Wm.R. Sweeley with his inimitable exhibition of black magic. A three-piece Southern colored orchestra throughout the evening added to the entertainment and amusement of the guests. The bright spot of the evening occurred when the Executive Officer of the CAIRO, upon looking up at a decorated fifty pound bomb, suspended from the ceiling, exclaimed, "I say, what would happen if one of those Aerial What-nots fell in one's soup?"

On the evening of February 17th, the Enlisted Personnel of Fort Crockett and the Attack Group gave a dance at the Crystal Palace Ballroom for the Sailors and Marines of the CAIRO, about 300 couples attending.

At the same time the officers and ladies of the Air Corps Club entertained at dancing in honor of the British Naval Officers. About two hundred officers and ladies and civilian guests were present. The ballroom of the Club was decorated with a combination of United States and British flags and colors.

In retaliation, the officers of the Cruiser gave several formal and informal teas and dances on board for officers and ladies of the post and for bachelor officers. These occasions were all marked with the extremely cordial courtesy of the British sailor gentleman.

A daily, informal, Eleven A.M. "At Home" in the wardroom of the CAIRO was attended by Attack Group officers, when duties allowed, resulting in many close and valued friendships being formed.

In spite of pressing invitations to lengthen the visit at Galveston, the CAIRO concluded its stay at this port February 20th, by sailing for New Orleans to keep to its schedule on the "Good Will Cruise", leaving behind many pleasant memories, coupled with the hope that she may soon return to renew the happy acquaintances and friendships formed between the British Naval and Army Air Corps personnel while here.

Operations: During this period the Attack Group operations are being concentrated on formation flying and attack missions, coupled with usual cross-country training flights which include various avigational problems such as time scales, various methods of course computation, etc.

A new Magnetic Orientation Table was installed on the airdrome, constructed of concrete with wheel depressions, arranged for quick efficient operation in "swinging ship".

On February 28th, fifteen student pilots in DHs visited the Attack Group Airdrome on a training flight from Brooks Field.

Athletics: On February 29th, the monthly Athletic Field Meet of the Fort Crockett and Third Attack Group, was held on the Fort Crockett parade under the supervision of Lieut. Howard M. Turner, Athletic Officer, all members of the command attending.

Results of the meet were as follows:

60th Service Squadron	27 Points.
Hqdr. Det. Third Attack Group . . .	17 "
90th Attack Squadron	15 "
8th Attack Squadron	13 "
Special Troops	0 "

18th Pursuit Group, Schofield Barracks, T.H., February 2nd.

An airways flight was made to the Island of Hawaii and return in the Fokker C-2 on January 30th. Captain Lowell H. Smith and Lieut. Griffith were the pilots and the following passengers were carried: Lieut.-Col. John H. Howard, Air Officer, Hawaiian Department; Major Henry J.F. Miller, C.O., 18th Pursuit Group; Mr. A.W. Van Valkenburg, President Honolulu Chapter, N.A.A.; Lieut. N.D. Frost, Radio Operator; Lieut. Rivers, Photographic Officer, and Tech. Sgt. Schmidt, Mechanic. The flight was made for the purpose of photographing landing fields on the various islands of the Hawaiian Group.

Ex-Senator Wadsworth, accompanied by Major General Fox Conner, our new Department Commander, made an informal inspection of Wheeler Field on January 23rd, and both expressed themselves as well pleased.

Major-General William B. Smith, until recently the Department Commander, departed for the mainland on January 25th. Transport. The Group gave him a good send off with an Aloha Flight of twelve PW-9s, accompanied by the Trans-Pacific Fokker.

Friday, January 20th, being the first anniversary of the 18th Pursuit Group, all duties were suspended, and appropriate sports, arranged by Lieut. Alkire, Group Athletic Officer, were indulged in.

The first event of the day was a 15-mile relay race between the 6th and 19th Squadrons, the first named organization winning by a hair with the fast time of one hour and 20 minutes. Five officers and 55 enlisted men from each squadron took part in the event, each running a quarter mile. The race was replete with thrills, honors being about even during most of the gruelling grind, until the last lap, when the Sixth pushed into the lead, holding it to the tape.

Odds were freely offered that Lieut. Griffith, who has not exactly lost any weight during his tour in the Paradise of the Pacific, would not be able to finish the quarter mile; he fooled the wise ones, however, and stepped the distance in fast time.

Next on the program was a fast volley ball game between the officers of the 6th and 19th Squadrons, the latter outfit coming out on the long end of the score after a hard fought contest.

Private Evans of the 19th Squadron then challenged Staff Sgt. Catling of the 6th Squadron to a mile and three-quarter run, Evans winning handily.

The best event of the day was the chicken dinner served by the Sixth Squadron. Lieut. Weikert, the distinguished Mess Officer of this outfit, outdid himself.

In the afternoon a baseball game was played, Wheeler Field against the Luke Field veterans, Island champions for the last two years. We will pass over the sad event lightly -- Wheeler Field being on the wrong end of an 8 to 1 score. The visitors showed a classy brand of baseball.

On January 17th the Group participated in a Divisional Review with a fifteen ship PW-9 formation, with the Fokker Transport in the lead.

Brooks Field, San Antonio, Texas, February 28th.

The class graduating from the Primary Flying School on March 3rd, consisting of four regular officers, seven reserve officers, two National Guard officers, two foreign (Peruvian) officers, 29 Cadets and one non-commissioned officer, were guests at a graduating dance given in their honor by the officers and ladies of Brooks Field on the evening of February 21st. Many other guests from Fort Sam Houston and Kelly Field were also present, and a delightful party was enjoyed by all.

Lieut. Signa A. Gilkey piloted the DT-1 transport to Marfa, Texas, for the purpose of ferrying to this station Colonel C.S. Babcock, Cavalry, and his staff, consisting of Lieuts. B.W. Justice, C.K. Darling and W.L. Fisher, all of the Cavalry.

Major C.B. Oldfield, Lieuts. Ramsey and Bryte, of this station, flew cross-country February 18th to New Orleans, La., and while there witnessed the annual Madri Gras.

Lieut. Howard Engler flew to Oklahoma City February 18th, while Lieut. Glenn also piloted Lieut. J.J. Williams, of Selfridge Field, to the same destination.

All student officers of the graduating class at Brooks Field were scheduled to fly to Houston on March 3rd to be present at the opening of the new Municipal Airport at that place.

Chanute Field, Rantoul, Ill., February 23rd.

Despite adverse weather conditions, Lieut. McCune flew an O-2 from Wright Field, Ohio, on February 14th, with Major W.C. McChord as passenger. They successfully completed their trip at about 1:00 P.M., when Lieut. McCune returned to Wright Field.

On February 13th Lieut. Redman, flying a CO*4, with one passenger, made the trip to Chanute from Dayton, Ohio, and returned the same day. Captain Tillinghast made a short stay at this post, returning to Wright Field early on the 13th. Capt. Duncan, Air Officer, 6th Corps Area, with headquarters at Chicago, flew to Chanute on Feb. 17th for the purpose of obtaining a parachute left here.

Capt. Duncan was notified of the poor landing conditions at the Municipal Airport, so he decided to stay over for a little while at Chanute. He was forced to return to this post after a non-successful attempt to push his way through the snow flurries that beset his path between here and Chicago.

Lieut. Palmer, flying a Curtiss O-11, arrived at Chanute on the 20th, a day after he had taken off from Wright Field. He was forced down at Schoen Field, Ind., the night of the 19th due to the ever-prevalent bad weather.

Lieut. Carson, piloting a Douglas O-2, flew to Wright Field, Sunday afternoon in the face of the stiff wind that was blowing. He arrived safely at his destination at 5:20 P M.

Lieut. K. Matsumara, Japanese Army, is taking a course of instruction in photography at the Technical School.

The parachute class completed their course of instruction under Technical Sgt. "Tug" Wilson on Feb. 15th. The four men who comprised the class made very satisfactory jumps from an altitude of 2,000 feet. They were brought to this height in a Douglas O-2 piloted by Lieut. Robert R. Yeager. The jumpers were Donald Hildesheim, 94th Pursuit Sqdn. and Martin Tedball, 57th Service Sqdn., of Selfridge Field, and Donald Parks and Edward Ballash, Air Corps, unassigned.

The Parachute Department at Chanute Field folds, drop-tests and delivers all parachutes belonging to Corps Area Headquarters and all National Guard outfits that are adjacent. Of all activities on the field, the Parachute Department is one where absolute accuracy is required. One little misplacement of the fabrics and working parts may mean death to the flyer who trusts the chute enough to jump with it.

Chanute Field, Rantoul, Ill., March 1st.

There were a few cross-country trips the past week, although the weather as a whole seemed favorable for a greater number. Major W.C. McChord and Capt. J.J. Devery flew to and from Bowman Field, Louisville, Ky. in an O-2. Major McChord left soon after by rail for Kelly Field, Texas, where he will be a student in the Special Observation Class commencing March 1st. Major E.G. Hefferman assumed command of the Post.

Lieut. Bartron, flying a T-4, went to Wright Field at 9:05 A.M., Saturday, arriving there around noon.

Lieut. Barcus arrived here from Selfridge Field at 12:30 P.M., Sunday, and took off an hour later for his home station.

Lieut. Roberson flew a PW-9 to Scott Field on the 27th, and Lieut. Wolfe arrived from the east with his Douglas Transport, carrying six passengers. He was delayed a few days by inclement weather, but finally got to Chanute with the load of prospective students.

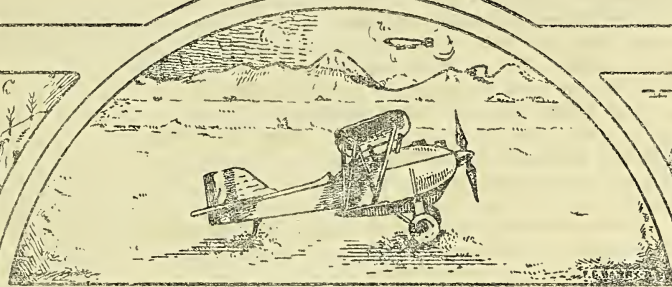
March Field, Riverside, Calif. ???????????

Marshall Field, Ft. Riley, Kansas ??????????

Fairfield Air Depot, Fairfield, Ohio ??????????

Pope Field, Fort Bragg, N.C. ???????????

Middletown Air Depot, Middletown, Pa. ?????????????



Air Corps

News

Letter



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
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Information Division

Air Corps

March 31, 1928

Munitions Building

Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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SEPARATE PROMOTION LIST FOR AIR CORPS

Three bills were introduced in this session of Congress for the purpose of creating a separate promotion list for officers of the Army Air Corps.

S. 2595, introduced in the Senate on January 16th by Senator Robinson, of Arkansas, provides for the establishment of an Air Corps promotion list upon which all Air Corps officers below the grade of brigadier general shall be arranged among themselves in the following manner:

1. All officers of the Air Corps as of July 1, 1927, shall be placed on the Air Corps promotion list in the same relative positions which they occupy on the single promotion list.

2. All officers commissioned in the Air Corps after July 1, 1927, shall be placed on the Air Corps promotion list according to length of commissioned service.

Promotion to the grade of 1st Lieutenant shall be made after three years of commissioned service; to the grade of Captain after seven years' commissioned service; to the grade of Major after twelve years' commissioned service; to the grade of Lieutenant-Colonel after eighteen years' commissioned service; and to the grade of Colonel after twenty-five years' commissioned service.

The number of Air Corps officers in the grade of Colonel shall be not less than 4 nor more than 6 percentum and the number in the grade of Lieutenant-Colonel shall be not less than 5 nor more than 7 per centum of the total number of Air Corps officers on the Air Corps promotion list. The aggregate number of Air Corps officers in the grades of Colonel, Lieutenant-Colonel and Major shall be not less than 26 nor more than 40 per centum of the said total number of Air Corps officers. In so far as necessary to maintain said minimum, Air Corps officers of less than required years of commissioned service shall be promoted to the grades of Colonel, Lieutenant-Colonel and Major, and only in so far as their promotion will not cause said maximum of 40 per centum to be exceeded shall officers who have completed twelve years' service be promoted to the grade of Major.

The bill further provides that Air Corps officers may, upon their own request or at the discretion of the President, be transferred in grade to the retired list after thirty years' commissioned service. Each year of flying service shall be computed as two years of commissioned service, and such officers shall be retired in grade upon reaching the age of 54 years unless service in the grade of general officer by detail, in which case he shall be retired upon expiration of such detail. The pay and allowances of such retired officers shall be 75 percentum of all their pay immediately prior to retirement.

It is explained in the bill that the words "flying service" shall be considered as meaning commissioned service during which participation in regular and frequent aerial flights has been, is, or may be required by competent orders, and shall include any period of illness or hospitalization, or leave of absence which is both preceded and followed by actual flying service.

H.R. 9366, introduced in the House of Representatives on January 16th by Representative Dickstein, of New York, is a similar bill to S. 2595.

H.R. 12199, introduced in the House of Representatives March 19th by Representative Furlow, is in most respects similar to Senator Robinson's bill, viz: the number of years' service required for promotion to the respective grades; the limitation upon the percentage of officers in the grades of Colonel, Lieutenant-Colonel and Major; the computation of each year of flying service as two years of active service, and the retirement age.

The bill differs from S. 2595 in the following respects:

1. That the Secretary of War shall cause to be prepared an Air Corps promotion list upon which shall be placed the names of all Air Corps officers of the Regular Army below the grade of Colonel.

2. When an officer of the Air Corps has served 30 years either as an

officer or soldier he shall, if he make application therefor to the President, be retired from active service and placed upon the retired list.

3. Officers of the Air Corps who become physically disqualified for all types of flying shall be eligible for retirement.

Colonel Charles A. Lindbergh, who at this writing is in Washington and who is having a busy time taking up various members of Congress for sight-seeing trips over the Capital City, was invited by the Senate Military Affairs Committee and the House Military Affairs Committee to appear before each regarding aviation matters, particularly conditions affecting the flying personnel.

Colonel Lindbergh's statement on March 21st before the Military Affairs Committee of both the Senate and the House was as follows:

"Upon your invitation I am appearing before this committee to make some general observations with regard to Army Air Corps personnel. It is my understanding that there are under consideration, in Congress legislative proposals intended to increase the efficiency of the Army Air Corps and directly affecting the commissioned personnel of that important branch.

In a letter to Congressman Furlow I stated, 'I am earnestly in favor of any legislation that will give to the officers of the Army Air Corps rank and pay that are just compensation for the service rendered and the risk connected with the service. It is clear that this condition does not now exist.'

It is obvious that rank should be an emblem of command and responsibility as well as a reward for service. It has been my observation that officers of the Army Air Corps in many cases have rank quite junior to that expected in the positions they hold. Active military flying is today essentially a young man's occupation and this means that special considerations enter the problem of securing the maximum benefit from the limited years of active flying service. The rate of promotion is thus influenced.

Military flying will always be hazardous. Many of the safety factors that apply to commercial aviation must, in war planes, give way to speed, greater fire power, larger bomb loads and other desirable military characteristics. Combat will require decidedly different maneuvers from commercial flying. Casualties among military flying personnel are consequently relatively high. This great rate of attrition requires special consideration in providing replacements. If a flying officer meets his death the vacancy should be filled by an Air Corps officer of equal experience.

Military missions require skill and entail danger that call for pilots of unusual qualities. Adequate reward is necessary to attract and hold the type of officer needed. Especially is this true in the present stage of the rapid growth of the aeronautic industry which doubtless will offer attractive connections to experienced pilots and administrators. It is discouraging for an officer to remain too long in a junior grade - several have already sought civil positions. Undoubtedly morale would be greatly enhanced if officers could see a brighter future in the service.

I believe our Air Forces should constitute a first line of defense - they must be ready to take the initiative when danger threatens our nation - there may be no time permitted for preparation. Efficiency will be gained by proper peace time provisions to care for the personnel. The expectancy of life for the flying officer is far less than in other occupations, the rate of attrition is high, the strain on the physical resistance from combat flying is excessive, the period of greatest flying efficiency is limited, responsibilities of air officers are heavy, promotion for a large proportion appears to have stagnated, - these observations have led me to believe the problem of the air officers is special and requires consideration by itself."

It is understood that hearings before the Congressional Military Affairs Committee on legislation affecting the Air Corps will be held at a later date this session.

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IMPROVEMENTS AT MAXWELL FIELD, ALABAMA

Many changes have been noted at Maxwell Field for the first two months of this year. The new barracks building is about two-thirds completed; the new noncommissioned officers' quarters will be ready for occupancy in a short time; the main road has been widened and proper drainage provided. The State of

Alabama has furnished young trees for planting on the Post.

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CLAIMS RECORD TIME FOR SINGLE SEATERS

Lieut. Thomas D. White, Air Corps, at the present time on duty in Peking, China, studying the ways of the inhabitants of the Celestial Empire, particularly their language, claims that he has the most time for single seaters for the year in the Air Corps. No one will care to dispute Lieut. White's claim, since the single seaters he refers to are ginrikishas.

Seriously, however, Lieut. White manages to secure his flying time regularly, going to Hsin Ho, where the Marines under General Butler are stationed, for that purpose. The Marines have a composite squadron of about 20 ships at this base, comprising Amphibians, DH's and PW-9's. Lieut. White speaks in glowing terms of his treatment by the Marines and characterizes them as a fine bunch who are much in sympathy with the Air Corps.

In addition to Chinese, Lieut. White is also studying the Russian language.

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LANGLEY FIELD AIRMEN FLY TO SOUTHERN CITIES

A squadron formation of five LB-5 airplanes of the 20th Bombardment Squadron, with ten officers and 14 enlisted men, departed February 25th from Langley Field, Va., to Atlanta, Ga., on a cross-country navigation and training mission. At the intermediate stop, Pope Field, the formation was refueled within one and one-half hours after landing.

When a flying wire snapped, the second to break on the same side of the fuselage within an hour, 2nd Lieut. Ward J. Davies selected a field and landed, which happened to be near Starr, S.C. The engineering airplane also landed. The flying wires were taken to Anderson, S.C., where they were welded. Lieut. Davies, followed by the engineering plane, departed for Atlanta at 5:10 p.m., and upon arrival there they rejoined the formation about 15 minutes after dark.

That night parachute flares were dropped by a three-plane formation engaged in a night bombing mission. According to report, these flares created considerable interest on the part of the spectators, and this probably accounted for the crowds that swarmed on the field the following day. That the interest was favorable to aviation is evidenced by the fact that local commercial aviators stated that they had a record day carrying passengers on sightseeing flights.

On the return flight from Atlanta to Langley Field, 2nd Lieut. F.F. Fair was forced to land at Rock Hill, S.C., because of motor trouble. Lieut. Fair, accompanied by the Engineering airplane, arrived at Langley Field the following day.

A four-ship cross-country mission, led by the Commanding Officer of the 49th Bombardment Squadron, departed from Langley Field for Augusta, Ga., on February 25th. The flight going and returning was made without incident except for one forced landing, due to motor trouble, at Williamston, N.C.

The pilot of the incapacitated airplane telephoned Langley Field that a new motor was required. The following day at 12:00 o'clock, an NBS-1 arrived at Williamston with three mechanics and with a new motor swung in the bomb bay of the airplane. The old motor was removed and crated, the new motor was uncrated and installed, and the incapacitated airplane was ready to resume its flight at 2:15 p.m. on the following day.

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AT-4 AIRPLANE MAKES GOOD SHOWING AT ADVANCED SCHOOL.

The 43rd Squadron at the Advanced Flying School, Kelly Field, San Antonio, Texas, was very busy of late putting planes in condition for the next class of cadets coming from the Primary Flying School, Brooks Field. The last class at Kelly Field did some remarkable flying in the pursuit planes, not having a serious accident. The AT-4's have stood the strain of a very severe test in the schooling of a class of student flyers. Most of the planes have been flown 200 hours or more and are good for another 100 hours before being ready for major overhaul.

FLYING TRAINING ACTIVITIES AT MARCH FIELD

February ended the first four months of training for the November, 1927, Flying Cadet Class at March Field, Riverside, Calif. Academic instruction covering the four months was completed well within the time allotted by the schedule. Flying instruction is within the maximum and minimum time limits as set by schedule. The majority of the Flying Cadet class have advanced to that stage of flying where they are ready to start transition flying on the DH type airplane, thereby making the PT's available for the instruction of the March, 1928, class of Flying Cadets.

Enrolled in the March class are 104 Flying Cadets, of which 97 are from civil life and 7 from enlisted status, Regular Army. The old class of cadets are enjoying themselves very much these days with their air of superiority and are rapidly making soldiers out of the new class.

The new Cadet class is housed in pyramid tents, as no barrack room is available. Our Correspondent states that the Flying Cadet uniform has been issued to the new class with the exception of the pants, which the Quartermaster claims will be received sometime in the near future after airplane engines and hangar construction material are unloaded off of them in the transport which is now docked at San Francisco. With that part of the uniform which the new class possesses they present the appearance of a band of Igorotes on dress parade.

The Flight Surgeons and Orientator Board have been enjoying themselves very much since the arrival of the new class. The results of their tests have not been compiled yet, but it is probable that a few of the would-be military pilots will fall by the wayside before ever starting on their flying training.

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ARMY AIRMEN ATTEND OPENING OF AIRPORT AT HOUSTON, TEXAS

As the guests of the Houston Chamber of Commerce, 36 officers and 20 enlisted men flew to Houston, Texas, March 2nd to attend the opening of the new Municipal Airport at that city. The group, in flights of three planes, took off from Kelly Field, Texas, at 9:00 a.m., and arrived at Houston at 1:00 p.m.

The formal opening of the Airport consumed the remainder of the afternoon. Lieuts. Luther Smith, Earl Partridge and Y.H. Taylor put on an exhibition of acrobatics in the Curtiss AT-4's. Following that they demonstrated to the assembled crowd the method of attacking a low flying "Attack" flight. The students of Brooks Field took off for home during the afternoon, having flown to Houston as a final training cross-country before completing the Primary School course. Kelly Field was thus left alone to open the airport.

The evening was marked by a dinner at the Warwick and an informal dance. Speech making was strangely absent during the dinner hour, and this fact contributed to the enjoyment of the affair.

On Saturday morning a number of the more ambitious pilots crawled out of bed and hailed a bus to the airdrome. Low clouds, which at times became fog, prevented everyone but Major Tinker, Lieuts. Partridge and Taylor from taking off, and of these Major Tinker and Lieut. Taylor turned back a short distance from the flying field. Later in the day a number of pilots took off under low clouds and succeeded in reaching Kelly Field just before dark.

On Sunday morning the weather had cleared sufficiently to allow everyone to leave, and the entire group reached San Antonio about noon.

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DEATH OF CAPTAIN WILLIAM M. RANDOLPH

Friends of Captain William M. Randolph will be grieved to learn of his death recently in an airplane crash. Captain Randolph flew to Gorman, Texas, in an AT-4 on February 15th. Late on the 17th he took off for the return trip, and in turning down wind the ship fell off and dived into the ground. He died on the way to a local hospital.

Captain Randolph reported to Kelly Field on July 11, 1927, and was appointed Adjutant the month following. He had been an active pilot up until the time of his death, going on numerous cross-country trips as well as performing a great amount of miscellaneous flying.

ENLISTED FLYERS IN THE AIR CORPS

Among the enlisted personnel of the Army Air Corps there are 42 men who hold flying ratings, 23 being qualified Airplane Pilots, 11 Junior Airplane Pilots, 6 Airship Pilots and 2 Junior Airship Pilots. All but one of these enlisted flyers are noncommissioned officers, 15 being Master Sergeants, 8 Technical Sergeants, 10 Staff Sergeants, 5 Sergeants and 3 Corporals. The lone exception is a Flying Cadet who, while holding a commission as 2nd Lieutenant in the Air Corps Reserve by virtue of graduating from the Advanced Flying School, Kelly Field, Texas, is being retained on active duty on Cadet status.

Of interest is the fact that all these men hold commissions in the Air Corps Reserve; 3 as Captains, 7 as First Lieutenants and 32 as Second Lieutenants. With respect to pay, these men are accorded the same privileges as commissioned pilots, receiving in addition to their regular pay and allowances, an additional 50% of their base pay for performing duty involving flying.

The 42 enlisted flyers of the Army Air Corps are listed below, as follows:

<u>Name</u>	<u>Rank</u>	<u>Rating</u>	<u>Reserve Rank</u>
Bennett, Wm. J.	Master Sergeant	Jr. Airship Pilot	2nd Lieutenant
Blesiot, Peter	Master Sergeant	Airplane Pilot	2nd Lieutenant
Bishop, Joseph H.	Master Sergeant	Jr. Airship Pilot	2nd Lieutenant
Brown, Olin	Master Sergeant	Airship Pilot	2nd Lieutenant
Fowler, Thomas J.	Master Sergeant	Airplane Pilot	1st Lieutenant
Gamble, Albert C.	Master Sergeant	Airship Pilot	2nd Lieutenant
Grant, Joe	Master Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Johnston, Douglas	Master Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Kelly, Fred	Master Sergeant	Airplane Pilot	1st Lieutenant
Kolinski, Chester W.	Master Sergeant	Airplane Pilot	2nd Lieutenant
McConnell, Wm. H.	Master Sergeant	Airplane Pilot	2nd Lieutenant
Nendell, Ezra F.	Master Sergeant	Airplane Pilot	Captain
O'Brian, Conrad L.	Master Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Smink, Stewart C.	Master Sergeant	Airplane Pilot	2nd Lieutenant
Wallace, Bernard	Master Sergeant	Airplane Pilot	2nd Lieutenant
Colby, Chester F.	Tech. Sergeant	Airplane Pilot	2nd Lieutenant
Davis, Samuel J.	Tech. Sergeant	Airplane Pilot	2nd Lieutenant
Ertwine, Boyd R.	Tech. Sgt.	Airplane Pilot	2nd Lieutenant
Lee, James A.	Tech. Sergeant	Airplane Pilot	Captain
Miller, Arvin E.	Tech. Sergeant	Airship Pilot	2nd Lieutenant
Newcomb, Byron K.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Short, Ronald H.	Tech. Sergeant	Airship Pilot & JAP	2nd Lieutenant
Smith, Carlton P.	Tech. Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Wells, Leslie L.	Tech. Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Craine, James H.	Staff Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Guile, Cecil B.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Haynes, Orvil W.	Staff Sergeant	Jr. Airplane Pilot	1st Lieutenant
Pierce, Fred I.	Staff Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Rosenberger, W.S.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Sanson, Samuel J.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Turner, Samuel H.	Staff Sergeant	Airplane Pilot	1st Lieutenant
Tyler, Fred O.	Staff Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Wiggs, George A.	Staff Sergeant	Airplane Pilot	1st Lieutenant
Brown, Edward A.	Sergeant	Airplane Pilot	1st Lieutenant
DeWald, Robert M.	Sergeant	Airplane Pilot	2nd Lieutenant
Ellis, Lyman R.	Sergeant	Jr. Airplane Pilot	1st Lieutenant
Gibson, Harry P.	Sergeant	Airplane Pilot	Captain
Murray, Joseph F.	Sergeant	Airship Pilot	2nd Lieutenant
Fisher, Harold B.	Corporal	Airplane Pilot	2nd Lieutenant
Lewis, Harry C.	Corporal	Airplane Pilot	2nd Lieutenant
Riberd, Maurice B.	Corporal	Jr. Airplane Pilot	2nd Lieutenant
Richardson, James C.	Cadet	Airship Pilot	2nd Lieutenant

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AIRCRAFT EXPOSITION AT SAN FRANCISCO

The first annual Western Aircraft Show will be staged at Mills Field, San Francisco's municipal airport, April 11-15, under the auspices of the Junior

Chamber of Commerce. There will be no charge for exhibit space and the public will be admitted free of charge to all the program events.

The show program will include day and night aircraft exhibits and flights at Mills Field, airport conferences, an aviation ball at the Palace Hotel, band concerts, and the projection of the motion picture "History of Aviation", showing the progress of aviation during the past 25 years.

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SECRETARY DAVISON AND GENERAL FECHET VISIT FORT CROCKETT

En route to the Panama Canal Zone by air, Assistant Secretary of War F. Trubee Davison, and Major-General James E. Fechet, Chief of Air Corps, visited at Fort Crockett, Galveston, Texas, for two days. They arrived in two Amphibian planes, piloted by Captain Ira C. Eaker and 1st Lieut. M.S. Fairchild. Engine trouble and bad weather necessitated this two days' delay at Fort Crockett. During the visit at Galveston they were entertained by the officers of the Third Attack Group and by representatives of the Galveston Chamber of Commerce.

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YOUNG AMERICA ANXIOUS TO LEARN TO FLY

Abundant testimony to substantiate the fact that interest in aviation among the young men of this country is growing by leaps and bounds lies in the fact that thus far a total of over 1100 applications have been received by the Air Corps for permission to take the examination on April 10th for appointment as Flying Cadet in the Army Air Corps. Examinations will be held at the various fields and stations throughout the United States as well as in the Insular possessions.

Applications continue to come in at such a rate that it is not unlikely that the number of young men who will take the examination on April 10th will reach approximately 1400. The existing facilities at the two Air Corps Primary Flying Schools (Brooks Field, Texas, and March Field, Calif.) are such that not more than 110 new students can be accommodated at each one. This wealth in the number of applications should insure the Air Corps receiving a high class of young men as student material.

Applications have been received from every State in the Union, also from Panama, Hawaii and the Philippines. The State of California leads in the number of applicants.

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NAVY PRAISES AIR CORPS COOPERATION

In a recent issue of the News Letter issued by the Bureau of Aeronautics, Navy Department, there appears an item concerning the activities of the Aircraft Squadrons, Asiatic Fleet, as follows:

"All pilots have been making night flights. The Squadron's parachutes were taken to Camp Nichols and given drop tests and functioned perfectly. Another example of the fine cooperation which is received from the Army Air Corps is shown here. In this instance they furnished transportation both ways between the dock and the flying field for the chutes, and furnished planes and personnel to do the testing. Six hours time was required for an otherwise three day undertaking."

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NAMES OF AIR CORPS BANDS DESIGNATED

In connection with the organization of Air Corps bands at Kelly Field, Texas; Chanute Field, Ill., and France Field, Panama Canal Zone, under authority of the five-year Air Corps expansion program, the War Department recently announced the designation of these three bands, as follows:

The band at Kelly Field will be known as the "Air Corps Training Center Band"; the one at Chanute Field as the "Air Corps Technical School Band"; and the one at France Field as the "6th Composite Group Band, Air Corps." These units may be administered, messed and supplied as provided for regimental bands.

THE SECOND OBSERVATION SQUADRON GOES TO WAR

By the News Letter Correspondent

"Sixteen hours on a coal men's barge,
Yo, ho, ho, and a battle with crumbs."

With all due apologies to John Silver, we have to rearrange his famous song. But why apologize at this late date when, right at the time, we were all so thoroughly in accord with Sherman's version of war that the mere mention of an apology would have brought forth a burst of oaths and expletives hardly up to present day censorship standards and only too reminiscent of the "40 and 8" days.

But we did survive those 16 long hours on the barge and finally chugged our way through the mud to a landing at Orani, Bataan, thirty miles from home (note the famous Q. M. gait $\frac{1}{2}$ MPH). Prior to this trip, not so many of us had ever ventured quite so far from our tropical island retreat, and we can't see yet just why we had to leave this time, unless it was on account of that mimic war over there that we had heard so much about.

Anyway, there we were, bag and baggage; located ourselves in the foot-high stubble of an unworked rice paddy and in two hours' time had a complete camp in operation, wires strung for electric lights, fire in the field range and the aroma of coffee, slum and stewed prunes assailing the nostrils with just enough strength to tantalize and disorganize the mental faculties into one jumble of questions which could all be summed up in "when do we eat?"

Following five full days of work, fun, and getting acquainted with the home guard, preparations were started for the trip homeward. The work during these five days consisted of putting the Amphibians through their paces for a total of 37 hours; servicing and keeping them in condition; hauling supplies, and performing the usual camp police. The fun, of course, resolved itself into an endless round of carrying in casualties - oh, yes, we suffered a few, such as sunstroke, seasickness, homesickness, headaches, and the sad drowning of the Grande twins. For lack of water, the picturesque September Morn acts, in a bucket, could be frequently observed behind the tents.

Came the end of the fifth day and with it the news that the Red Army had had its hide so thoroughly tanned by the Blues that it was hightailing it at high speed for points north. Of course, we don't know who the Reds were or why the Blues wanted to lick 'em and, further, just how badly they got licked. But if the Philippine Division administered a wallop to those Reds of the same caliber as that which their Rear Echelon (yes, that's us) gave to Gen. Nebra and his henchmen at Orani, we're sorry for those Reds, twice over.

With the war over, we were routed out at four o'clock the morning of the sixth day and, not unlike the Arab, folded our tents, but here we put one over on the Arab, for we noisily stole away - didn't have to sneak out. By 7:00 a.m. we were aboard our good ship, the coal barge, and we were steaming toward the Rock with that hard to describe feeling of mingled sadness and gladness. The camp as a whole proved a real, wholesome relief and diversion from the usual humdrum routine of garrison life and there were few, indeed, who would not have gladly remained for another month.

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WE HEAR FROM THE BOSTON, MASS. AIRPORT

An enlisted man of the Air Corps, on duty at the Boston Airport, addressed the following letter to the Editor:

"This station heretofore has not contributed news or information of any kind to the News Letter. We like to read it, and through it keep posted on activities and as to what is going on at other air stations, and we have come to the conclusion that some news and information from here may be of interest to other readers.

For those who have never been in this part of the country, and others who perhaps have never heard of Boston Airport, it may be good for them to know that the government does maintain a flying field at Boston, with Regular Army Air Corps personnel, 'tho not many.' The principal reason for this station is the training of the Reserves, this comprising 75% of the work here.

The Airport is located east of Boston inner harbor at Jeffries Point, East

Boston, about two miles southeast of Boston Navy Yard, and on the opposite side of the harbor from the 1st Corps Area Headquarters.

The field, that is the landing area, is Tee shaped with stem running Northwest by Southeast, and cross of the Tee or cross bar running Northeast by Southwest. Both runways are about 1600 feet long and about 300 feet wide. The entire landing surface is covered with black cinders and very good for landing most any ship. The field is surrounded by water on three sides. The other (west side) is connected with the mainland. Approaches are excellent from all sides, as toward the City no buildings are nearer than one-half mile.

There is no question but that this Air Station is the most ideally located air field in the country. The center of Boston can be reached within fifteen minutes by street car or subway, and the only thing needed to make this the best flying field in the country is to spend some money to enlarge the field and to move hangars and buildings from the center of the field to one side of it.

The Regular Army has two hangars, office and operations building, with an extension made into quarters for enlisted men. Another smaller building is used for washing and bathing purposes. These buildings, aside from the hangars, were built by Army personnel on duty here from salvaged material obtained from various Army posts near here. The buildings so erected are not elaborate, but they are fairly good and comfortable.

The personnel on duty here consist of two officers and eleven enlisted men, the latter being members of the 1st Observation Squadron, Mitchel Field, on detached service here. The equipment at the present time consists of one old wooden DH4B, one O2 Mail plane, one Vought (which is being repaired), three PT-1's and one Curtiss A-3. The A-3 is assigned for use of the Commanding General, 1st Corps Area, who since and during the flood period in New England has flown over 50 hours and, from the General's idea of traveling, he no doubt will pile up some flying time during the spring and summer months, as he emphasizes the fact that his future travel will be by the air route, hence the A-3. This plane was ferried from Wright Field to Boston by our new commanding officer, 1st Lieut. Donald G. Duke, who took command of the post on March 14th, relieving Captain Horace N. Heisen, transferred to Fort Crockett. Lieut. Duke has been on duty here since February 25th, when he reported from leave. Of course, we hated to see Captain Heisen leave, and we will miss him for a while, which is always the case when one of our officers packs up. Hi, being a Californian and not a Polar Bear, we just cannot blame him for seeking the sunshine of Texas. However, Duke is with us and, from all indications, will park here for some time to come, as he will like Boston and will like the work incident to the progress and upbuilding of the Airport, providing he obtains the necessary assistance. He is a fine officer, and if the change had to occur we are certainly fortunate to get Lieut. Duke as our C.O. Here is hoping he is allotted some money to work on, then bring on your trans-Atlantic cruisers and send them out from here.

Lieut. Cobb, our Supply and Engineering Officer, made a trip to Mitchel yesterday in the O2, bringing Ambassador Alexander P. Moore of Peru back to Boston in the front seat (not the mail compartment). He made the return trip in 100 minutes, which is not such bad time for an old O2. Anyhow the Spanish gentleman, Mr. Moore - at least he was Ambassador to Spain at one time - was so pleased with the trip that he insisted on addressing Lieut. Cobb as Colonel. Rapid promotion, Dick, and when you ferry the next official we hope it is the President.

Our Air Officer, Captain Ford, returned from Fairfield last Monday, bringing us a PT-1. It was badly needed, and we are hoping for more and better ships, as there are, in addition to our two assigned officers, five other Air Corps officers attached for flying, and from 20 to 30 Reserve officers are flying from the Airport. This station during the winter months averaged 95 hours flying per month. During the summer months we will average 210 hours flying per month. On this basis we need ships, and plenty of them.

Now that the 3-4 is in dry-dock, and they are still hunting for the English flyers, there is not much more to say at the present time, excepting that it is noted that W.R. Hearst is planning a flight from Boston to Honolulu in a dirigible."

AIR CORPS PARTICIPATION IN PHILIPPINE DIVISIONAL MANEUVERS -

By the News Letter Correspondent

The Philippine Divisional Maneuvers are finished for this year, and Flight "B", 2nd Observation Squadron, Camp Nichols, is no longer at war. We started out auspiciously on Friday the 13th of January with five pilots (Captain Wilson, Lieuts. Wells, Chauncey, Webster and Perrin) and two observers (Captains Howard and Wheeler), together with 25 enlisted men, all making the trip from Camp Nichols to Clark Field, Camp Stotsenburg, by means of five DH's, one Garford truck, and three trips of the newly acquired Douglas Transport.

Soon we learned that the white hat bands designated the umpires for the war game about to start, and were apparently for the purpose of giving them immunity to the imaginary ammunition of the troops forming the blue army, as well as that of the hypothetical forces of our noble red (not Bolshevik) army to whose service we were assigned. Eight of these umpires were given flights in DH's over the expected battle area, pointing out to them the positions of the blue army camps and the advantages of aerial observation, and then in the afternoon distributed to the armies in the field 200 copies of the morning papers donated by "Manila Bulletin".

Our real observation work started at daybreak Saturday morning, a few minutes before six o'clock. The regular schedule from then on until the blue army pursued our valiant, but outnumbered, imaginary red forces back to the very gates of Camp Stotsenburg, was to keep an observation plane constantly on duty from daybreak to noon each day. One very good feature of this was that it was required to stop at noon every day, and on Sunday it actually stopped at about ten o'clock, so that there were very few missions in the afternoon, except to peddle our newspapers.

Captain Usher, Air Officer on the Red General's (General Holbrook) Staff, with his efficient management of the ground pickups and liaison work, etc., and the exceptionally good observation work of our aerial observers, seemed to make a very favorable impression. We made very little use of radio communication, since the dropped messages were so much more satisfactory in practically all respects, being completely secret and not liable to errors in transmission or transcribing. Some of the pickup positions were not any too easy, but the dropping was very satisfactory. When we came to deliver our last message we found the radio truck of our Red Headquarters already on the move, so we circled low, and as the truck stopped, swooped down and Captain Howard tossed the message bag right into the hands of the man who had alighted from the truck.

The war was mostly rapid procession, as it was impossible for the troops to deploy without damage to the young rice crops, which we all know become very valuable indeed when destroyed by any governmental agency. The Cavalry, due to its superior mobility and to its efforts to camouflage itself whenever our airplanes approached, provided the most interesting and uncertain element of the maneuvers. All in all, it was a very enjoyable war, though no objections were heard when we were released on Wednesday morning, and moved our headquarters back to Camp Nichols. All the officers returned for the "critique" which was held at Camp Stotsenburg on Friday the 20th, and several went up again for the division review and inspection the following day.

We are now hard at work getting ready for aerial gunnery, bombing, etc.

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MARCH FIELD A POPULAR STATION

Approximately 100 applicants for enlistment at March Field, Riverside, Calif., were turned away disappointed during the months of December, January and February last, not because they were unable to pass the required examination, but for the sole reason that every organization on the Post was over authorized strength and recruiting for this station had been suspended.

The reason for this condition is obvious to anyone who is familiar with southern California. They can understand why March Field, immediately upon its re-opening as a Flying School, became one of the most popular Army posts in the United States. There are several factors which account for this popularity. The famous southern California climate should be considered as one, and not the least in importance. Bright sunny days in the summer months, with cool invigorating nights. In the winter months occasional rainy spells of short

duration, followed by several weeks of balmy sunshine which cause all vegetables to grow remarkably fast.

A graphic illustration of the difference in temperature between noon and midnight in the summer months is found in the fact that the wearing of either the cotton or woolen uniform is authorized. For, while during the day the lightest type of clothing is sufficient, before the sun sets in the evening a cool west breeze springs up from off the ocean, and the thermometer drops so rapidly that by the time darkness falls a coat is needed.

March Field is located in a valley surrounded by mountains. These mountains are capped with snow during the winter months which greatly enhances their scenic beauty. In and around these mountains are splendid locations for camping, hunting and fishing.

It is possible to drive in two or three hours from the green verdure covered valley with a springlike temperature, up into the winterish atmosphere and snow covered terrain of the mountain peaks. Most of the main traveled mountain roads are kept open all winter, snow plows being used when necessary.

Situated within a few hours' ride by automobile of a half dozen cities of over thirty thousand population, there is ample opportunity for recreation. Less than seventy miles distant are several Pacific Beach Resorts, ideal places to spend week ends and holidays. Los Angeles, the third largest city in the United States, is only 65 miles away.

Probably no other Army Post in the world offers so many or such varied opportunities for recreation as March Field. No wonder the announcement of its re-opening was met with an avalanche of applications for transfer and for special assignment to this new California post.

- R.N. Peckham in "The Service News".

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ANOTHER MEMBER OF THE ONE-WHEEL LANDING CLUB

Lieut. Charles T. Myers, Air Corps, caused a flurry of excitement at Brooks Field, Texas, on the morning of March 15th, when he appeared over the field with a DH4-M2-T ship with half of the landing gear folded up due to a faulty fitting. Ambulances were rushed to his aid when he landed, but the landing was executed so neatly that the ship was practically undamaged, even though one wheel was completely gone.

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PROGRESS OF NEW FLYING CLASS AT BROOKS FIELD

The new class of flying students which reported at the Primary Flying School at Brooks Field, Texas, March 1st last, is now in the preliminary stages of training. The class consists of 19 officers of the Regular Army, 1 Mexican Army officer, 103 Flying Cadets, 1 Staff Sergeant, and one Sergeant of the Peruvian Army.

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QUICK PHOTOGRAPHIC WORK BY AIR CORPS PERSONNEL

The 6th Photographic Section, Air Corps, stationed at Camp Nichols, Rizal, P.I., recently gave a demonstration of the speed at which photographic work is capable of being performed. During the Philippine Division Maneuvers a photographic plane took off from Camp Nichols at 11:00 a.m., in charge of Lieut. George W. Goddard, Air Corps. The plane was flown to the locality where the maneuvers took place and pictures were taken covering an area of 40 square miles. This necessitated the taking of several hundred photographs.

After mapping this scene from the air, the plane returned to Camp Nichols where the individual photographs were developed and printed during the balance of the afternoon. The enlisted men of the 6th Photo Section sacrificed pleasures and sleep in order to minutely fit the different pictures into one complete mosaic. As a result of their efforts, a large composite map was delivered to the Philippine Department Air Officer before 10:00 a.m. the next day. The entire operation from the time of leaving the air field until delivery was made totalled less than 24 hours. The men of the 6th Photo Section call it a feather in their collective and individual hats.



A DAY AT the Field

NATIONAL GUARD AIR ACTIVITIES

28th Division Air Service, Phila., Pa.

The building of permanent quarters is about to be started at the Philadelphia Airport. Through the efforts of Major Owens about \$20,000 has been appropriated, and he has the assurance of another \$100,000 to complete the work. Philadelphia should have one of the finest National Guard fields and buildings in this country when it is completed.

31st Division, Air Service, Birmingham, Ala.

The 106th Observation Squadron, Alabama National Guard, is located at Roberts Field, Birmingham, Alabama. The field is established on a 25-year lease basis, owning its own hangars, shops, and an administration and complete photographic building.

At present, and for the past two years, the enlisted personnel maintained its full strength enlistment, and it has had at all times a continual waiting list. Ideal weather in this section permits flying practically every day in the year. Between July 1st and February 1st last, the Squadron accumulated a total flying time of 1067 hours, this despite the fact that since September the equipment consisted of only two PT-1's. Two O-11's were recently received, and a third one is due shortly.

32nd Division Air Service, Detroit, Michigan.

The 107th Observation Squadron, Michigan National Guard, is planning an exhibit for the All-American Aircraft Show, to be held in Detroit, April 14th to 21st. The Squadron also plans to take part in a huge aerial parade over the city, to be staged by approximately 40 planes on the opening day of the show.

The airport situation in Detroit is no less serious today than it was five years ago, and no nearer any practical solution. Detroit, the so-called center of the aircraft industry, has no airport facilities other than the Ford Airport and a small corner of a city park, which is generously reserved for the Guard squadron until such time as the long-talked of airport becomes a reality.

The 107th Squadron is, however, very fortunate in having a first class field and accommodations at Camp Grayling, where the Division goes into camp for 14 days in August.

36th Division Air Service, Houston, Texas.

Looking over the Airport on March 2nd one would have supposed that here was located the Air Corps Flying Schools. Some 125 airplanes, of which 106 were Air Corps DH's, O2's, O-3's, P-1's, AT-4's and Martin Bombers were assembled here to assist in the formal opening of the Houston Airport. These planes came from Kelly Field, Brooks Field, Fort Sam Houston and Fort Crockett. It is estimated that nearly 10,000 people visited the Airport during the day to watch the maneuvers and to inspect the aircraft.

41st Division Air Service, Spokane, Wash.

August 6th next will mark the fourth anniversary of the Federal recognition of Spokane's air unit. The progress of the squadron in its 3½ years of life is, indeed, satisfactory.

The Spokane airdrome is one of the best natural airdromes in the country. It is approximately 1-1/8 miles long, three-quarters of a mile wide at its widest points and 800 feet at its narrowest point, providing ample landing facilities from all quarters of the compass. It has an exceptional sub-soil, with natural drainage that makes landing practical under the most adverse weather conditions. Since the squadron's organization there has not been a month in which it has not been possible to make the required flights.

Lieut. C.V. Haynes, Regular Army Instructor, has been directly responsible for the Squadron's record in the matter of training. His enthusiasm, intimate knowledge of training requirements, and unfeigned interest in the progress of the Squadron has made training for officers and enlisted men alike a live interest and not a matter of routine. This has been in turn of immense benefit to the spirit of the organization as a whole, and every man takes pride in being a member of the outfit. Among the activities of the enlisted men may be mentioned the project of a Squadron band, an idea of their own which they are largely working out themselves.

The recent graduation of Staff Sgt. R.B. Williams and 2nd Lt. Edward Porter from Brooks Field will give the Squadron two more pilots.

43rd Division Air Service, Hartford, Conn.

By flying the Squadron's second O-11 from Buffalo to Hartford in an hour and fifty minutes, Lieut. "Hod" Eller, Regular Army instructor to the 43rd, beat the record, we believe, claimed by Lieut. "Dutch" Shankle, instructor to the 26th Division. "Hod" paid for his fast ride with a frozen tip of his nose and a couple of nipped cheeks.

The 43rd Division Air Service plans to go "on its own" at camp this summer instead of going to some of the Regular Army fields. A field near Niantic, Conn. has been selected as the 'drome, and from this field the outfit will cooperate with the land forces of the C.N.G.

45th Division Air Service, Denver, Colorado.

On February 26th Colorado celebrated the passing of the first railroad train through the Moffat tunnel, piercing the continental divide under James Peak. It is not too much to say that the two pilots who flew TT's over East Portal were particularly daring. Captain Goss and Lieut. Kearns with a newspaper reporter and a photographer as passengers fought the orange winged ships to an altitude of 12,000 feet above sea level and over peaks and canyons that made flying anything but pleasant. It was the wildest two hours that both pilots have spent for a long time.

38th Division Air Service, Indianapolis, Ind.

The new lighting system recently installed at Stout Field, which consists of one 18 million candle power rotating beacon and three 4 million candle power flood lights, was given a tryout on the night of March 8th. Governor Jackson of Indiana and General Wm. H. Kershner, Adjutant General of the State, were present for this initial test. The lights proved to be adequate for night flying.

Two new O-11's have been received and they have been put to good use when weather conditions permitted.

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AIR CORPS OFFICERS DESIGNATED AS STUDENTS AT GENERAL SERVICE SCHOOLS

The following-named officers of the Army Air Corps were designated by the War Department recently as students at the Command and General Staff School, Fort Leavenworth, Kansas, for the 1928-1929 two-year course:

Major George H. Brett Major Harrison H.C. Richards

Major Arnold N. Krogstad Major Roy S. Brown

1st Lieut. Charles B. Austin

All of these officers are at present stationed at Langley Field, Va., Majors Brett, Krogstad and Richards being students at the Air Corps Tactical School and Lieut. Austin an instructor thereat.

The following-named officers of the Army Air Corps were designated as students at the Command and General Staff School for the 1928-1929 one-year course:

Major Frank M. Andrews Major Junius W. Jones

Major John F. Curry Major Martin F. Scanlon

Major Robert L. Walsh

These officers are also stationed at Langley Field, Va., and are students at the Air Corps Tactical School. Their orders require them to report to the Commandant of the General Service Schools, Fort Leavenworth, Kansas, between August 22 and September 5, 1928.

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DROWNED MAN LOCATED BY AIRPLANE

The assistance rendered by two airmen from Aberdeen Proving Ground, Md., enabled a quick recovery to be made of the body of a man who was drowned in Chesapeake Bay. The search via airplane was made by Master Sergeant Stewart C. Smink, Air Corps, pilot, and Captain Willis R. Slaughter, Ordnance Department (flying status). After locating the body from the air, prompt report was made to the authorities of the United States Veterans Bureau hospital at Perry Point, Md. The medical officer in charge of this institution addressed the following communication to the Commanding Officer of Aberdeen Proving Ground, Md.:

"I wish to express my sincere appreciation of the excellent services rendered by your aviators in locating the body of Mr. William M. Lauharn on the afternoon of March 7th, 1928.

While our men had searched diligently for a number of hours, it was only after the receipt of the report of your officers that our men were successful."

AIRSHIPS SEARCH FOR MISSING NAVY FLYERS

Both of the airships at Langley Field, Hampton, Va., were recently flown daily on special order missions, cooperating with Army and Navy heavier-than-air craft in searching for three Naval flyers (Commander T.E. Ellyson, Lieut.-Commander Hugh Schmidt and Lieut. Rogers Ranshousen) and an amphibian plane, believed to have fallen into Chesapeake Bay while en route to Annapolis, Md., from the Naval Air Station at Hampton Roads, Va. The plane had left the Naval Air Station at 2:00 a.m. on February 27th, but failed to reach its destination. An immediate alarm was broadcasted and the various air units at Langley Field responded, conducting an extensive aerial search for the missing flyers.

This project was undertaken despite the most adverse weather conditions for airships, very high winds prevailing most of the week, which necessitated the use of every available man in the 19th Airship Company for the handling of the ships on the ground. The two ships, up to March 9th, made 14 flights for a total aircraft time of over 50 hours. Each ship carried from six to nine observers. The total number of observers' hours was over 360. No trace of the flyers or their plane was found, and practically all hope for their safety has been abandoned.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Colonel Chalmers G. Hall, upon completion of course of instruction at Army War College, to Chamute Field, Ill. for duty.

2nd Lieut. Archibald Y. Smith from Scott Field, Ill. to Fort Sam Houston, Texas.

1st Lieut. Alfred W. Marriner, Crissy Field, to Fort Sam Houston, Texas.

Major John C. McDonnell, Hqrs. 3rd Corps Area, Baltimore, Md., to duty in Office Chief of Air Corps, Washington, about June 1, 1928.

Captain Arthur W. Brock, now at Advanced School, Kelly Field, to Crissy Field, Calif. for temporary duty to about Sept. 28th, then to Philippines.

1st Lieut. Barney McK. Giles from Wright Field to March Field.

Major Jenner Y. Chisum, Air Corps Procurement District, San Francisco, Calif., to Materiel Division, Wright Field, Dayton, Ohio.

Major Archie W. Barry, Scott Field, to San Francisco, Calif., for duty as Air Corps Procurement Planning Representative, San Francisco District.

1st Lieut. James G. Taylor, March Field, to Wright Field, Ohio, not later than June 30th.

Following officers to Office Chief of Air Corps, Washington, for duty, reporting between August 20th and 30th:

Captain Ray A. Dunn from Fairfield, Ohio, Air Depot.

Captain Romeyn B. Hough, Hqrs. 6th Corps Area, Chicago, Ill.

1st Lieut. Edward H. Wood, Fort Crockett, Texas.

Upon relief from duty in Hawaiian Department, 1st Lieut. Harold A. McGinnis to Office Chief of Air Corps, Washington.

1st Lieut. Harvey H. Holland, Advanced Flying School, Kelly Field, to Brooks Field for duty.

2nd Lieut. Charles H. Caldwell, Mitchel Field, to Wright Field, Ohio, June 25th for duty as student Air Corps Engineering School.

2nd Lieut. Herbert K. Baisley from temporary duty New York University and from duty at Scott Field, Ill., to Wright Field for duty as student at the Air Corps Engineering School.

2nd Lieuts. Sheldon B. Edwards, Scott Field, and Leslie P. Holcomb, Langley Field, to sail from New York about June 30th for Hawaiian Department.

Captain Calvin E. Giffin from Air Depot, Rockwell Field, to sail from San Francisco about July 21st for Hawaiian Department.

Upon completion of tour of duty in Hawaiian Department, 1st Lieut. Cecil E. Archer to Wright Field; 1st Lieut. Robert D. Moor to Selfridge Field, Mich.; and 2nd Lieut. Walter L. Wheeler to March Field, Calif.

Major Leo A. Walton to March Field upon completion of tour of duty in the Philippines.

1st Lieut. Gerald E. Ballard to Middletown Air Depot upon relief from duty in Panama Canal Zone.

1st Lieut. Wm. H. Bleakley, Aberdeen Proving Ground, Md., and 1st Lieut. Ernest E. Harmon, Office Chief of Air Corps, to Panama Canal Zone, sailing about July 12th.

Brig. General Frank P. Lahm to Army and Navy General Hospital, Hot Springs, Ark., for observation and treatment.

1st Lieut. Robert T. Zane to Selfridge Field, Mich., upon completion of tour of service in Panama Canal Zone.

1st Lieut. Guy Kirksey from Langley Field, Va., to Office Chief of Air Corps, June 30th.

1st Lieut. Cornelius E. O'Connor, Marshall Field, Kansas, to March Field.

Major Thomas J. Hanley from duty in Office, Assistant Secretary of War, to Fort Leavenworth, Kansas, between Aug. 22nd and September 5th, for duty as student for 1928-1929 two-year course at General Service Schools.

Promotions: 1st Lieut. Edwin E. Aldrin to Captain, March 6, 1928.

2nd Lieut. Alden R. Crawford to 1st Lt., Feb. 24, 1928.

2nd Lieut. Thomas M. Lowe to 1st Lieut., Feb. 26, 1928.

2nd Lieut. David M. Schlatter to 1st Lieut., March 6, 1928.

2nd Lieut. Charles T. Myers, Jr. to 1st Lieut. March 6, 1928.

Details to the Air Corps, and to Primary Flying School, Brooks Field, for training, commencing July 1, 1928:

Captain Hugh D. Adair, Infantry. 2nd Lieut. Mark K. Lewis, F.A.

2nd Lieut. Joseph B. Daugherty, Infantry 2nd Lieut. Douglas B. Smith, Inf.

2nd Lieut. Guy B. Henderson, Infantry 2nd Lieut. Roscoe G. MacDonald, Inf.

Major Leo G. Heffernan designated Asst. Commandant, Air Corps Technical School, Chamute Field, Ill., vice Capt. Floyd E. Calloway, relieved.

Orders assigning 1st Lieut. Willis R. Taylor from Crissy Field to Fort Sam Houston, Texas, revoked.

1st Lieut. LeRoy M. Wolfe detailed with Organized Reserves, 5th Corps Area, and assigned with 336th Service Squadron in addition to his other duties.

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AERIAL DEMONSTRATIONS IN WASHINGTON, D.C.

Residents of Washington will soon have an opportunity of witnessing several Air Corps demonstrations in the heart of the city, thus making it unnecessary to go to Bolling Field for that purpose. On April 16th, 23rd and 30th the Army Air Corps will stage aerial demonstrations late in the afternoon over the White House Ellipse. Army Air Corps flying personnel on duty at Bolling Field will participate in the demonstrations on April 16th and 23rd.

On April 30th the demonstration will consist of a formation flight of the 1st Pursuit Group, which is stationed at Selfridge Field, Mt. Clemens, Mich. The Group, which will then be en route from Langley Field, Va., to Bolling Field, for the purpose of later participating in the Air Corps demonstrations to be given at the various Army Service Schools in this country, will take off from Bolling Field at 4:35 p.m., and maneuver over the Ellipse for a period of twenty minutes.

These three demonstrations will form part of the tentative schedule for a number of public military exhibitions arranged by the War Department between the dates of April 13th and June 15th, to be held at the Monument Grounds and the Polo Grounds, and in which the various branches of the military service in the vicinity of Washington will participate.

NOTES FROM AIR CORPS FIELDS

March Field, Riverside, Calif., March 10th.

Weather conditions continue to be monotonous for sunshine but ideal for flying. The usual cross-country flights within the 500-mile radius are made over the week ends.

Last week the Director of Flying Instruction, Captain Orlo H. Quinn, had a very serious automobile accident when he collided with a street car. Captain Quinn's condition was very serious for several days but is now thought to be on the road to recovery.

On March 10th a formation of DH's, commanded by Major Harmon, with Lieut.-Governor Fitts of California, who represented the Governor, as passenger, flew to Blythe, California, for the official opening of the bridge across the Colorado River.

A total of eight PT-3's were received at the field and assembled. These airplanes arrived without engines, wheels, priming pumps, and a few other incidental items necessary for their proper functioning. Nine JP-A engines were received at the field and 15 more are on the U.S.A. Transport KENOWIS and will be received about the end of the month. Practically all DH4M-1 airplanes on the Field have been changed to dual control. The second phase of flying training for the old class commenced March 12th, this requiring the use of the DH airplanes.

Marshall Field, Fort Riley, Kansas.

The course in "Aerial Experience" being given to officers of the Cavalry School has been resumed. Things were unusually dull after this work was discontinued due to the cold weather, but now they are with us again and, in spite of the new tables of organization and other changes which we have undergone, we can enjoy the experiences of "The Rough Riders" in the air. We are proud to say that we have caused the Cavalryman to add a necessary article to his First Aid Equipment, especially when he rides in the Transport. This convenient article is nothing more than an ordinary water bucket.

Lieut. James Daniels, Air Reserve, who for the past six months has been in the Fitzsimons General Hospital suffering from injuries sustained in a crash while carrying the President's mail, returned to Marshall Field to take the examination for a commission in the Regular Army. He was granted thirty days sick leave and will spend the remainder of his leave visiting friends and relatives in New Mexico. Lieut. Daniels expects to be discharged from the hospital within a month after he returns from his leave.

The Air Corps enlisted men's bowling team of this field won first place in the Post enlisted men's league. Thirty-four games were won and eleven were lost during the season, with an average of 152 pins per man for each game. The high individual average for the season was 171, which was made by Master Sgt. Abe Ruef of the 16th Obs. Squadron. Two Air Corps men were chosen for the post team.

Four reconditioned Douglas O2's were recently sent to this field from Fairfield and two new Douglas O2's were brought in from Santa Monica Feb. 25th and 27th, Lieut. Dallas and Captain Giffen ferrying the two last named ships.

Lieut. Harvey F. Dyer, Air Corps, recently visited friends in and around Fort Riley recently. Lieut. Dyer was transferred from this field to Brooks Field last June. I guess that's "Nuf Ced" about Harvey. A more detailed account of his visit may be found elsewhere in the News Letter. Lieut. Harvey keeps his correspondents pretty busy.

Lieut. Charles T. Skow returned to this station February 10th from Kelly Field, where he completed the training in Observation.

Rockwell Air Depot, Coronado, Calif., March 9th.

The Engineering and Cost Offices have been moved from the Headquarters Building to new quarters in a small office building between the Motor Repair and Hangar "J". The officers who have been stationed at Rockwell Field no doubt remember the "Canteen". This is the building which was converted into the Engineering and Cost Office Building. The "Canteen" restaurant has moved fur-

ther down the field to the old Post Exchange building. The offices formerly occupied by the Information Officer, Engineering and Cost Officer have been re-decorated, laid with new linoleum, and are now occupied by the Commanding Officer, Adjutant and Chief Clerk.

Lieut. B.R. Dallas, Air Corps, was taken via airplane on February 24th to the Douglas plant at Santa Monica where he obtained a Douglas O2-H, delivering same to Marshall Field, Fort Riley, Kansas. From that point he proceeded via rail to Mitchel Field, New York, for the purpose of receiving a Loening amphibian for the Rockwell Air Depot. He returned March 9th.

Captain C.E. Giffin was taken via airplane to the Douglas plant at Santa Monica where he took delivery on a Douglas O2-H plane, ferrying same to Marshall Field, Fort Riley, Kansas, returning to Rockwell Field via rail.

At the present writing Lieut.-Colonel F. J. Behr, Inspector General, 9th Corps Area, is at this Depot making the annual inspection.

18th Pursuit Group, Schofield Barracks, T.H., March 5th.

During the month of February, Wheeler Field was blessed with very good weather, resulting in an increase in aerial activities.

Staff Sgts. King and Simms of the 70th Service Squadron, March Field, Calif., were temporarily attached to the 18th Pursuit Group in February for the purpose of installing the Visual Inspection System.

Major Clarence L. Young, of the Department of Commerce, arrived in Honolulu on February 9th for the purpose of making a survey of the airport facilities in the Hawaiian Islands. On the following day the Fokker C-2 made an airways trip to Hilo, carrying Major Young and members of the Territorial Aeronautical Commission. While at Hilo the new airport was dedicated with appropriate ceremonies. The above airport has a hard coral surface and is 250 feet by 1,000 feet in area. The new brakes recently installed on the Fokker came in handy. On February 11th and 13th the landing fields on the Island of Molokai and Lanai were visited by the same party.

On February 23rd the Fokker C-2, with Lieut. Griffith as pilot, made a trip to the Island of Kauai for the purpose of enabling the Department Commander of the American Legion and four members to attend a meeting of that organization at Lihue, Kauai. The return trip was made the next day. A short wave set was installed in the Fokker by Lieut. Frost, our radio expert, and is functioning perfectly.

On March 8th the 18th Pursuit Group lost two of its most popular officers, when Captain C. V. Finter and Lieut. Don F. Stace departed for their new stations on the mainland. We sincerely hope we will receive some officer replacements soon as the O.D. roster is getting mighty slim.

San Antonio Air Depot, Duncan Field, Texas, March 3rd.

Major Millard F. Harmon, Commanding Officer of March Field, California, was a recent visitor at this Depot, arriving here February 23rd in an O2-C from Post Field, Oklahoma, and leaving here on the 25th in a DH, returning to his station.

Several of the officers of this Depot made a cross-country to Houston, Texas, March 2nd, to attend the dedication ceremonies at the Houston airport on the invitation of the City of Houston, the Houston Chamber of Commerce, the 36th Division Air Corps (Texas National Guard) and the Houston Airport Corp.

Second Lieut. P.O. Wright, Air Corps Reserve, of San Antonio, is availing himself of a month's instructioning and training at this Depot on inactive duty status, beginning February 20th.

Lieut. Harry A. Halverson returned to duty February 21st from a period of illness since February 9th, having been in the Station Hospital at Fort Sam Houston since the 14th.

Maxwell Field, Montgomery, Ala., February 29th.

During January and February the field was visited by flyers from all parts of the country. The following ships were serviced: 8 Waco's, 2 Stinson-Detroitters, 2 Eagle Rocks, 1 Travel-Air and Sikorsky S-29. The Sikorsky was piloted by Lieut. Roscoe Turner (Reserve) and had as passengers Mrs. Turner and

two mechanics. Lieut. Cushman, in a Marine Corps Curtiss Pursuit Ship, stopped off enroute San Diego to Quantico.

On February 17th, 18th and 19th Maxwell Field was visited by Colonel W.H. Noble, Major Henry C. Pratt, Major John M. Brooks and 1st Lieut. George A. McHenry, who composed the Board charged with the selection of a suitable site for the Attack Wing. This location is being considered along with several other places. The Chamber of Commerce entertained the Board and officers of this post at luncheon on the 17th, and Major and Mrs. Weaver had luncheon at their quarters for them on the 18th.

During the past two months the Squadron furnished ships for tow-target work and maneuvers with the Infantry School at Fort Benning, Ga. Two O-2's were flown to Dayton for major overhaul and replaced by new ones. An O-2, piloted by Lieut. M.E. Gross, A.C., went to Jacksonville, Fla., to ferry the Hon. James J. Davis, Secretary of Agriculture, on an inspection trip to Lakeland and Clearwater, Florida.

Lieuts. N L. Cote and Reuben Kyle, Jr. were sent to Fort Bragg, N.C. for a course in observation of Artillery fire.

Three ships were sent to Macon, Ga., to participate in the opening of the airport there, and later five ships from the Squadron were present at the opening of the Airport at Tampa, Florida. One of the pilots on the return trip reported on the phone as having a "tang up" time. Three ships were also sent to St. Petersburg, Fla., to attend the dedication of the Municipal Field at that city. Other cross-country trips were made to Monroe, La.; Jackson, Miss.; Chattanooga, Tenn.; Holly Hill, S.C. and Birmingham, Ala.

The 4th Photo Section completed a mosaic of the machine gun range at Fort Benning, Ga., and also mosaics of sites near Montgomery and Shreveport, La., to be used in connection with the Attack Wing location. The Photo Section has also carried on several high altitude tests of cameras and equipment. Technical Sgt. Fischer joined the Section from the Photo School at Chamute, where he has been an instructor.

Captain Robt. J. Platt, Medical Corps, reported here from Brooks Field for duty.

Our new Corps Area Commander, Major-General Richmond P. Davis, paid us a short visit February 23rd and made an informal inspection of the Post. The officers of the post entertained at a dinner at the Montgomery Country Club honoring General Davis.

Examination was held the latter part of February for commission in the Air Corps, Regular Army, and the following applicants appeared before the Board: Lieuts. D.D. Arnold, R.C. Ashley, H.H. Hunter, L.P. Turner, W.S. Doney and F.W. Ott, all Air Corps Reserve officers, and Technical Sergeant R.E.L. Choate, 22d Observation Squadron, also Mr. W.A. McArthur of New Orleans.

The weather, as per usual, has been very mild, so much so that the officers of the post enjoyed tennis and golf almost the entire winter.

It was just learned that Lieut. R.C. McDonald, of the Philippines, who was formerly stationed here, is to return in the Spring.

Langley Field, Hampton, Va., March 9th.

49th Bombardment Squadron: The training carried out by this organization during February resulted in 140 hours and 35 minutes flying time on cross-country, night flying, navigation, formation, bombing, transporting supplies, ferrying and gunnery missions. The total number of missions was 188.

Lack of tools, supplies and equipment handicapped the engineering department of this squadron which has six NBS-1 airplanes to keep in commission. In spite of this, however, the six NBS-1's are kept in commission the greater portion of the time. During the month eight new motors were installed.

During February 278 forty-pound bombs were dropped. Excellent work was done by gunners using camera guns from Martin Bombers against attacking pursuit aircraft.

96th Bombardment Squadron: During the past week this organization had a total of 87 hours and 50 minutes in 77 flights. Missions accomplished were cross-country, navigation, test and patrol.

On February 25th a formation of five airplanes departed for Hartford, Conn. on a cross-country navigation and training flight.

A total of 248 hours and 25 minutes was flown by this organization during

February.

Sergeant Davies, recently from the Islands, relieved Sergeant Mendel as 1st Sergeant of the Squadron. The latter will leave for foreign duty in the near future.

19th Airship Company: Off to a good start during the first week of February, this organization finished the month with a total of about 122 ship hours and 875 man hours.

With the coming of the first month of Spring, the topic of conversation around the barracks has turned to baseball and the prospects of the company on the diamond this year. 2nd Lieut. U.G. Ent, former West Point first sacker, will coach the team, and with a wealth of new material and the veterans of last year's team still in the fold, we will not be content with anything but a clean sweep of the schedule. New uniforms and equipment arrived and the uniforms are without doubt the niftiest that can be obtained.

Langley Field, Hampton, Va., March 15th.

96th Bombardment Squadron: The 96th Bombardment Squadron had a total of 37 hours aircraft time on 102 flights. Patrol, test, day formation bombing, night bombing and miscellaneous missions were performed.

On March 6th four airplanes participated in night bombing. A large bon fire was used successfully as a target.

Instruction and record bombing, which was delayed due to the intervention of the Pee Dee River bridge bombing project, will start March 12th and continue until completed.

Supply Sergeant Wilbur R. Browning, who in addition to his other qualifications ranks as a star on the baseball team, was discharged March 7th but re-enlisted. Sergeant Browning will spend two months with his parents in North Carolina. It is hoped he will return in time to start the baseball season with the rest of the team.

19th Airship Company: There were no special missions scheduled for the past week except on March 6th when the TC-10-254, piloted by Lieut.-Colonel Ira F. Fravel, Commanding Officer, Middletown Air Depot, made a training patrol flight.

On Tuesday afternoon the Company had as guests the soccer team and a number of the crew of the ROMA, pride of the Italian Merchant Fleet. After an inspection of the hangar and ships, the Company and the visitors were entertained by perhaps the prettiest game of soccer ever seen on the Peninsula. The game was fast and hard fought throughout, as the final score 3 to 3 indicates. The 19th started the scoring after about five minutes of play, but the visitors came right back and evened the count, booting a fast one through the clever defense of Steets, Langley's goal tender. The scoring alternated throughout the remainder of the game. Preceding the game, members of the 19th Team were accorded the honors paid to a victorious team in Italy when a bouquet of flowers was presented. Following the game the 19th Team were the guests of the ROMA team at a banquet aboard the ROMA.

Sergeant Hastings recently graduated from the Radio Mechanics Course of the Air Corps Technical School, Chamute Field, Ill., returning to the Company on March 4th. Sergeant Hastings has much praise for the school and its instructors but says he is glad to be back "home". "They may wander away, but they always come back."

Headquarters Philippine Department, Manila, P.I., February 8th.

Department Air Office: Major W.B. Duty, Department Air Officer, was slated to depart on the Transport sailing February 15th for three months' temporary duty in Japan with a Japanese Pursuit Group. Mrs. Duty and daughter are also leaving on same transport for a vacation in the United States with the parents of Mrs. Duty.

Major W.G. Kilner, in addition to his duties as Commanding Officer of Camp Nichols and the 4th Composite Group, will act as Department Air Officer during the temporary absence of Major Duty.

Headquarters 4th Composite Group: On the 18th of the month Captain Dudley B. Howard assumed command of this organization, Captain Wm. D. Wheeler being relieved. Some of the members of the organization have taken advantage of 15

day's detached service at Baguio this last month. Judging from their expressions and by what we have heard, their trip was worth while. The "short timers" are figuring their days of tropical service and seem quite pleased with the results, as the Transport THOMAS is scheduled to sail for the home land on or about February 15th.

66th Service Squadron: Capt. George L. Usher, Squadron Commander, returned on the 19th from detached service as Division Air Corps Commander, Red Forces, at the Division Maneuvers held at Camp Stotsenburg Jan. 11th to 19th. Lieut. Harold R. Wells, Squadron Mess Officer, also participated in the Division Maneuvers from January 13th to 19th.

Lieut. Donald L. Bruner, Squadron Adjutant, was on detached service at Camp John Hay, Baguio, P.I., since Jan. 14th. During the absence of the Squadron officers, Lieut. David G. Lingle assumed command of the Squadron. True to form, Friday, the 13th, proved to be an unlucky day for Lieut. Lingle and salvage day for Flight "B", 2nd Obs. Squadron. Sgt. Lyman L. Littlejohn happened to be a passenger in plane No. 7 that particular morning. The motor quit just after the take-off for a reconnaissance, and Lieut. Lingle stuck a wing in the ground rather than tunnel through the hospital building, and got down without injury to himself or passenger.

A well is being dug in the squadron area for use in watering the lawns during the dry season.

Private Thomas Blans passed the required examination and was rated 2nd Class Air Mechanic, Rigger.

Thirteen short timers are due to return to the States on the last trip of the THOMAS. We wish them luck at their new stations.

A number of men on special duty with the Philippine Air Depot were replaced by civilian employees.

6th Photo Section: Work on remodeling the interior of the Photographic Section building was completed and the Section is ready to start its training program, which is as follows:

General photographic work necessary in a base photographic laboratory.

General photographic work necessary in a portable field laboratory, working under tropical conditions. This portable field laboratory will be set up several miles from Camp Nichols. The exposed aerial films will be delivered to the field laboratory in parachutes.

Instructions in speed work, quantity production, and mosaic-making will be given to the men of the Section.

Philippine Air Depot, Rizal, P.I.: The work of the Chinese skilled labor in the Engineering Department of the Depot has received most favorable comment; especially in the woodworking, metal working and fabric departments and in the dope and paint shops. Work of this nature among the Canton Chinese is hereditary, and it is a matter of pride to maintain the high standards established by family tradition.

Colonel Herron, Chief of Staff of the Department Commander, accompanied by Mrs. Herron, Mrs. Herron's mother and several other ladies, visited the Depot recently. Particular interest was expressed in the work of the Parachute Department. The effective landscape gardening and floral display surrounding the Depot was also greatly admired.

General Dumont, French Military Attache at Washington, visited the Depot recently during his short stay in Manila. The amount and variety of stock in the Depot warehouses always seems to impress military men who are not entirely conversant with duties required of Air Corps troops in addition to shelter tent pitching and close order drill.

Captain Whitesides, the Depot Commander, returned from a recent overnight trip to Mindoro, where he inspected the aviation gasoline and oil storage facilities at San Jose. Apparently everything was found satisfactory, including the Mindoro venison and sea food.

The Depot Engineering Department is speeding up work on reconditioning 12 engines with a view to maximum production in the next four months. A new inverted Liberty 12 test block is also being installed.

Clark Field, Camp Stotsenburg, Pampanga, P.I.

The main topic of interest, discussion and effort during January was the annual record machine gun firing held during February. With all the sights

checked and re-checked and the guns working more or less smoothly, there has been a consistent improvement in the average score of all pilots during January. The scores for the squadron for one morning's firing ranged from 38 hits out of 50 rounds to 47 out of 50 rounds on the ground targets, which indicates that the 3rd Pursuit Squadron should turn out a high percentage of machine gun experts. Bombing scores and scores on the tow target have averaged fair with considerable room for improvement, especially on the tow target which continues to be somewhat elusive.

Three more of our officers received orders for stations in the United States, Lieuts. McMullen and Schulgen going to the Engineering School at Wright Field and Lieut. Crawford to Selfridge Field.

An interesting cross-country week end trip was made by Lieuts. McMullen, Wolfe, Carr and Schulgen, and Sgts. Hukill and Pryor to San Jose, Mindoro. A sugar central is located at San Jose, and the pilots were given an opportunity to see it in full operation. The officers brought back as souvenirs of the trip two monkeys and several dozen hermit crabs. Lieuts. McMullen and K.B. Wolfe assume the responsibility for the monkeys, which have behaved themselves to date. Knowing monkeys, however, we are skeptical.

Clark Field lost one of its 2nd Lieutenants last week when Lieut. P.W. Wolf received his promotion to the grade of 1st Lieut. The event was made the occasion for a squadron party and much rejoicing.

The new PW-9C's arrived on the last boat and will be in the air next week. The additional planes will permit us to put all of our ten pilots in the air at one time in squadron formation and to carry out squadron tactical training using three flights of three planes each.

The Group Maneuvers are scheduled to start February 6th, and we anticipate some interesting problems with the 28th Bombardment Squadron.

Mrs. Finn is returning to the United States on the February Transport to make her home in Washington, D.C. The entire squadron wishes her good luck and happiness wherever she may be.

Kindley Field, Fort Mills, Corregidor Island.

Kindley Field and the 2nd Observation Squadron were heavy losers in the personnel game this month. The 20th saw the departure of Captain E.E. Adler, our Commanding Officer, whose tour in these parts expired on February 14th. Captain and Mrs. Adler at this writing are enjoying a few days at Baguio, trying for the elusive hole in one and limbering up in general for the three or four months tour of Europe, with Washington, D.C., as their ultimate destination, he having been assigned to duty in the Office of the Chief of Air Corps. The warmest regards and best wishes of the entire command for his continued health and success go with him.

It was with no little regret that we reluctantly said farewell to Lieut. James A. Mollison, who was transferred to Camp Nichols on the 6th. Twenty months' service at this station has tended to make this popular officer a seemingly permanent fixture, with the result that his departure leaves a gap in the ranks very difficult to fill.

With the departure of Captain Adler, the Field and Squadron came under the capable wing of 1st Lieut. Vincent J. Meloy, who for the past few months has been functioning as organization supply officer, Agent Quartermaster, Mess Officer and Athletic Officer. Though his position is difficult, due to a very depleted officer personnel, he is assured of the wholehearted support and loyalty of commissioned and enlisted personnel alike.

Lolling back in a swivel chair, and behind a sign which proclaims him to the world as Organization Supply Officer, Agent Quartermaster and Mess Officer, Lt. F.I. Patrick is wearing a smile of perpetual contentment in the thoughts of nothing to do from now on, he having inherited these duties when Lieut. Meloy assumed command.

Other changes in Post and Squadron duties during the month included another move from nothing to do to still less, with a helper to do it. Witness another smile of contentment from Lieut. J.P. Hodges, our Station Supply Officer, who is now boasting a multitude of titles, in addition to the aforementioned soft snap, viz: Operations Officer, Communications Officer, Information Officer, Intelligence Officer, Librarian and Schools Officer.

Week end guests during the month included Major and Mrs. W.A. Dady, Department Air Officer; Captain and Mrs. L.P. Hickey, Lieut. and Mrs. Martenstein of , Camp Nichols; Lieut. and Mrs. E.B. Bobzien of Clark Field, and Commander Lloyd Lewis, U.S. Navy.

Supported by a crutch and with one foot gingerly suspended in mid-air, Capt. Lyle C. White, our erstwhile Flight Surgeon, is again on the job smearing iodine, administering salts, etc., after a month's confinement to hospital and quarters with a well busted ankle. "Doc" has long been notorious for his ability to dangle a bum 609 before the eyes of a pilot as a penalty for refusing a hop, and getting all he wanted, but it seems that he has become so accustomed to having a pilot on said hops that he cannot even hop across a ditch himself. In other words, he took off on a non-stop across a ditch at Camp Nichols, in an expert manner, but made a bad landing - in the bottom of it - with the result that his landing gear was so badly shattered that he had to be placed in the hands of his colleagues at Sternberg General Hospital, Manila, for the aforesaid major repairs.

Brooks Field, San Antonio, Texas, March 20th.

The Class of November 1, 1927, started advanced training on service type ships. It consists of 52 graduates of the Primary Flying Course.

A new Standard E.F. fire truck arrived from Camp Holabird, Md., and will be put to immediate use to supplant the former equipment which was inadequate.

The ladies of the San Antonio Air Corps Training Center Women's Club were hostesses at a dance given in the Officers' Club at Brooks Field on the evening of March 16th. Many guests were present from local military stations, and Mr. Don Galvan, the orchestra leader in a local theatre, delighted the company with syncopated banjo variations.

San Antonio Air Depot, Duncan Field, Texas, March 23rd.

The following airplanes and engines were overhauled and repaired at the San Antonio Air Depot during February: Airplanes - 3 DH-4M-1, 1 DH-4M-1T, 1 DH-4M-2, 4 DH-4M-2&, 4 PT-1, 1 NBS-1, 1 Pl-A, 1 Pl-B, 2 O2-C, 1 O2-M4, total 19; Engines - 75 Liberty, 46 Wright-E, total 121.

Lieut. H.A. Halverson is availing himself of a month's leave of absence from this Depot, starting March 12th.

Captain Vernon L. Burge, of Mitchel Field, completed a tour of temporary duty at this Depot March 12th, having been engaged in a study of Depot work and problems since February 7th. He left here on 15 days' leave of absence prior to returning to his home station.

2nd Lieut. P.C. Wright, Air Corps Reserve, of San Antonio, completed on March 19th a month's tour of instruction and training at this Depot on inactive status.

Mr. Robert J. Neff, Junior Electrical Engineer, of the Air Corps Materiel Division, Wright Field, has been on temporary duty at this Depot in connection with Ruggles Orientator work since March 13th.

Mr. Horace C. Rodgers, Inspector, of the Air Corps Materiel Division, Wright Field, who was on temporary duty at this Depot, beginning February 15th, inspecting steel tubing here, left this station March 14th for similar temporary duty at the Rockwell Air Depot.

On the evening of March 17th, the Duncan Field Civilian Club gave a Saint Patrick's Day Dance, which proved a most enjoyable occasion for a large number of the civilians of this Post and their guests. Notwithstanding the near availability of a wheelbarrow full of "Irish confetti", no casualties were reported.

Third Attack Group, Fort Crockett, Texas, March 23rd.

The care-taking detachment of the Coast Artillery establishment of Fort Crockett, consisting of a detachment of Battery "G", 13th Coast Artillery, under the command of 1st Lieut. T.W. Munford, C.A.C., fired five rounds from No. 1 ten-inch gun of Battery Wade Hampden, Fort Crockett, on March 13th. Several officers and civilian representatives of the 8th Corps Area Ordnance Office witnessed the firing. Inasmuch as there is only one Coast Artillery officer on duty at this station, it was necessary to loan to the Coast Artillery one Air Corps

Officer to act as safety officer for the firing. As a result an officer pilot was assigned to the mission and acted as safety officer from the air, using the Loening Amphibian assigned to this station. By means of the safety officer acting in dual capacity, the range was kept clear, two boats were hurried off the range and report from the officer in charge of firing showed that the practice was carried out successfully and that the firing personnel depended entirely upon the safety officer in the air for signals to fire.

The first of the Curtiss A-3 airplanes was delivered to the Attack Group on March 20th by Lieut. Howard M. Turner. Two more A-3 Attack airplanes are enroute to Galveston, piloted by Major Frank D. Lackland and Lieut. G.C. McGinley. Three more A-3's are expected to be delivered by the end of March.

On March 2nd, nine pilots of the 3rd Attack Group, flying in a 9-plane formation, held a rendezvous near Houston, Texas, and participated in the formal dedication of the Houston Municipal Airport. Several of the pilots remained over night to attend a dinner dance and other entertainments given by civic organizations of Houston for visiting Air Corps officers.

1st Lieut. J.F. McBlain reported for duty March 7th and was assigned to the 8th Attack Squadron.

Captain Horace N. Heisen reported for duty on March 17th.

1st Lieut. J.J. O'Connell reported for duty on March 20th and was assigned to the 90th Attack Squadron.

Ground training for commissioned personnel during the past 15 days consisted of the following lectures:

Pilots Combined Air Tactics by Lieut. S.R. Harris, Jr.

Use of Federal Troops in Civil Disturbances, by Lt. George H. MacNair.

Powers, Limitations and Technique of Infantry, by Lieut. W.W. Gross.

Powers, Limitations and Technique of Field Artillery, by Lt. E.C. Robbins.

Powers Limitations and Technique of Coast Artillery and Anti-Aircraft

Defense, by Lieut. T.W. Munford.

Officers Courts Martial, by Lieut. E.H. Wood.

Ground instruction for both commissioned and enlisted personnel consisted of Infantry Drill for a period of thirty minutes each Wednesday morning, with the exception of March 7th, at which time, on account of rain, a school on Military Courtesy was held at the respective organizations, conducted by the officer personnel for the benefit of all. Instructions for both commissioned and enlisted personnel, as required in the performance of their duties in the unit, was given, special attention being paid to the preparation of the unit for field service.

Aerial training consisted of formation flying training, Cross-country flying training, attack missions, and record firing.

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Wright Field, Dayton, Ohio. ????????

Fort Sam Houston, Texas. ???????

Pope Field, Fort Bragg, N.C. ????????

Chamite Field, Rantoul, Ill. ????

Fairfield Air Depot, Fairfield, O. ????

France Field, Canal Zone. ??????

Middletown Air Depot, Middletown, Pa. ??????

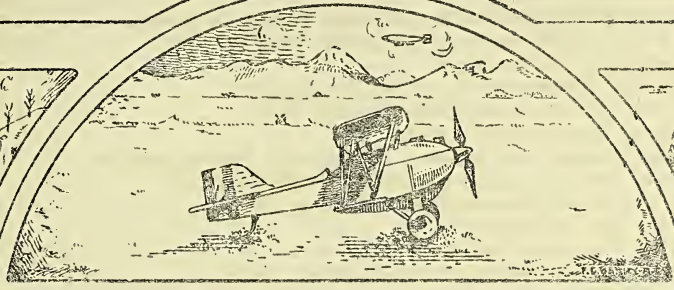
Luke Field, T.H. ????????????

Mitchel Field, L.I., New York. ??????

Crissy Field, Presidio of San Francisco, Calif. ?????

Scott Field, Belleville, Ill. ????????

To be a truly representative Air Corps publication, every Air Corps field and station should send in contributions to the News Letter regarding its activities. Information Officers at all Air Corps stations are requested to cooperate and to send in contributions to the News Letter on the 1st and 15th of each month. This will aid materially in publishing the News Letter with more regularity.



Air Corps

News

Letter



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OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C.

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Information Division

Air Corps

April 21, 1928

Munitions Building

Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE NEW TRAINING CENTER

The future training school for Army flyers comprises approximately 2,400 acres and is roughly in the form of an eight-sided polygon, with one side of the tract of land on State Highway No. 3, known as the new Seguin Road, and one side on the Hoeninger Road. This site is near the town of Schertz, approximately 15 miles northeast from the center of San Antonio, Texas.

The above tract of land, secured through the efforts of the enterprising business men of San Antonio, was tendered to the government free of cost and, as appears elsewhere in this issue of the NEWS LETTER, the Bill (H.R. 7009) approved by the President February 15, 1928, authorizes the Secretary of War to accept the land in question as a site for an Army Primary Flying School and flying field.

The Secretary of War, in a recent communication to the Hon. C.M. Chambers, Mayor of the City of San Antonio, stated that the War Department, after careful study, has decided to accept the land and that as soon as the necessary legal steps can be completed, the title passed to the United States and the necessary funds appropriated, it is the intention of the War Department to commence the improvement of this site and to install a flying school thereon. Thanks were extended the citizens of San Antonio for their very generous contribution to the national defense of the United States.

The new site will ultimately house all the heavier-than-air flying training schools of the Army Air Corps. Plans formulated in the Office of the Chief of Air Corps contemplate the construction in the Fiscal Year 1929 of a station for the first unit to house the Primary Flying School now operating at March Field, Riverside, Calif. During the following fiscal year construction will be started with the purpose in view of taking care of the Primary Flying School now at Brooks Field, and either in the Fiscal Year 1931 or 1932 the Advanced Flying School now at Kelly Field will have its flying.

The school building of the primary schools will be grouped or built together with the advanced school building nearby or connected with the others. The airplane assembly building, machine shops, warehouses, Quartermaster warehouses and maintenance buildings, bakery, garage, and guard house will be assembled in one group, and the fire house will be located so that it will be accessible to the whole post. The location of the other buildings, such as the enlisted men's club, post exchange, theatre and gymnasium, chapel and school, hospital, etc., will be so located that they can best serve the station as a whole.

The idea of locating the buildings in the center of the field has been adopted, and the layout prepared requires the location of all buildings within a circle 4200 feet in diameter, with the 34 hangars required to house the planes of the three schools located around the perimeter of this 4200 foot circle.

All construction will be of Spanish architectural type. A very satisfactory 132 and 163 men barracks, designed by the Construction Division of the Office of the Quartermaster General, will be used as to floor plan, but the outside of the buildings will be finished in Spanish type. A 300-men barracks of this type was developed for use at March Field, and it may be advisable to substitute this type in some cases for a 132 and 163-men barracks to reduce costs and improve housing.

Cadets and bachelor noncommissioned officers will be housed in separate buildings with two to a room, each building having central lavatories, lounging rooms and messes. The building for bachelor officers will be in the form of a hollow square with a center court surrounded by a covered porch supported by large arches. Each officer will have his own living room, bedroom, bath and closet, and there will be one central mess and lounging room. Married officers on permanent duty at the station will have individual one or two-storied houses, and student married officers will be housed in four-family apartments.

The plans for the hospital and Medical School contemplate the necessary flying examination rooms for a flying personnel of approximately 600, the general functions of a hospital such as offices, dispensary, clinic, operating room, X-ray

room, dental offices, storeroom, kitchen and mess, and wards for about 15 beds. Additional funds to bring the hospital up to a 50-bed minimum capacity, plus quarters for Medical Corps personnel, will be included in the estimates for the Kelly Field unit.

A sum of \$5,673,975 is now available with which to start construction work on the new Training Center. This amount, supplemented by an item of \$1,970,950 for barracks, and quarters for officers and noncommissioned officers, included in H.R. 11134 for authorization for the Fiscal Year 1930, now before Congress for action, and another item of \$946,800, included in the Fiscal Year 1930 authorization bill for Air Corps technical construction, will make available \$8,591,425 with which to proceed on construction work for the March Field and Brooks Field units.

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THE VISIT OF SECRETARY DAVISON AND GENERAL FECHET TO PANAMA

The Assistant Secretary of War, Hon. F. Trubee Davison, and the Chief of Air Corps, Major-General James E. Fechet, arrived at France Field, Panama Canal Zone, on March 24th. Their trip down from the States was marred by an accident to one of their amphibians at Minatitlan, Mexico, and it was necessary for the Commanding Officer of France Field to send two planes to their assistance.

Lieuts. McDonald and Williams took off from France Field, and several days later landed at Minatitlan without accident. One of the planes was turned over to Captain Eaker, and Lieuts. McDonald and Williams started back in the other. From the stories that these two pilots tell, they had quite a few interesting experiences on their way back to France Field. At one place it was necessary to take out all of the baggage, the radio, the anchor and to take off the wheels in order to get the amphibian out of a small lake hemmed in by volcanoes.

The officers and ladies of France Field gave a tea in honor of Mr. Davison and General Fechet upon their arrival at this station. The following day they were entertained at the Washington Hotel by Colonel Fisher. On Monday, March 26th, the visitors from Washington spent the day on the Pacific side of the Isthmus, inspecting and talking over plans for Albrook Field. Their stay was cut very short, and business in Washington made it necessary for them to start their return trip to the States early on the morning of the 27th.

Secretary Davison and General Fechet landed at Bolling Field at 5:15 p.m. A 2nd, completing the last leg of their journey from Fort Bragg, N.C. in something less than three hours. The planes circled the field once before landing. Major H.C. Davidson, Post Commander, was the first to greet the Secretary as he stepped from his ship, and afterwards his wife and three small sons embraced him.

Among those who welcomed the airmen on their arrival was Mr. Grover Loening, manufacturer of the Amphibian planes in which the Canal Zone flight was made. Mr. Loening landed at Bolling Field from New York in his new cabin Amphibian a few minutes before the Army fliers arrived. Others at the field included former Assistant Secretary of War Hanford MacNider and Lieut. Lester J. Maitland, California to Honolulu flier.

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BOLLING FIELD PLANES PERFORM ACROBATICS OVER WHITE HOUSE ELLIPSE

As the first of a series of military displays, to be given to the public of Washington, D.C., throughout the Spring and Summer months, two flights of three planes each from Bolling Field performed a number of intricate maneuvers over the White House Ellipse on the afternoon of Friday, April 13th.

Starting with formation flying, which lasted a few minutes, they soon broke up and demonstrated the latest methods of pursuit attack, finishing up with a short period of acrobatic flying. Those participating in the demonstration were Major H.C. Davidson, Post Commander; Captain D. P. Muse, Lieuts. D.M. Myers, F.A. Schauss, E. R. Quesada and R.I. Hazen.

---oOo---

First Dark Boy: Say, dark boy, why is it ah never sees you all ridin' in a airplane, huh?

Second D.B: What foh you all ask me sech silly a question, niggah, when you knows I'se born on Friday 13th in a leap year and thet makes me magnetic to de earth!

AN ENTHUSIASTIC AIR PASSENGER

Major-General Preston Brown, commanding the First Corps Area, with headquarters at Boston, Mass., is practically sold on the idea of using the airplane as a means of transportation. Recently, when inspecting the Coast Artillery fortifications at Fort Adams, R.I. and Portland, Maine, he was flown to these places by Lieut. Richard E. Cobb, Air Corps, Supply and Transportation Officer at the Boston Airport. Upon his return from Portland, General Brown remarked: "This reminds me of the war in Vermont," meaning the flood period. He made a number of flights over the flooded area at that time in an amphibian plane, and appears to like the "Duck", as this type of observation plane is often alluded to.

General Brown at this writing is in Washington on official business, and was flown from Boston in an Amphibian airplane piloted by Lieut. Donald G. Duke, Air Corps, who is in command of the Boston Airport. This plane was temporarily assigned to the Boston Airport from Mitchel Field for the General's use, pending some alterations to a Curtiss Attack airplane, regularly assigned to him. The rear cockpit of this plane is being modified to make it more comfortable in long air journeys. General Brown contemplates making a flight to the Materiel Division, Wright Field, Dayton, Ohio, in the near future to make an inspection of the large Experimental Engineering plant of the Air Corps, and is also looking forward to a flight to Langley Field, Va., next month to witness the aerial maneuvers to take place at that field.

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EXTENSIVE AIR DEMONSTRATION AT LANGLEY FIELD

Demonstrations of the effectiveness of Pursuit and Attack planes operating against Infantry, Artillery and Cavalry under simulated war conditions are to be staged by the Army Air Corps during the month of May at the various Army service and tactical schools.

The first of these demonstrations will take place at the Army Air Corps Tactical School at Langley Field, Va., on May 4th, when Army aircraft will direct their fire against some 2,000 targets representing Infantry and Artillery, and also engage in aerial combat. These demonstrations will be attended by members of the Senate and House Military Affairs Committees, high government officials and other observers.

One of the outstanding features of the demonstrations will be the initial appearance in large scale army air operations of the new Attack plane which is equipped with six machine guns and can carry 250 pounds of bombs in addition to 2,600 rounds of machine gun ammunition.

When engaged in battle these Attack planes skim about 100 feet above the surface of the ground at better than 125 miles per hour. They rely for their safety solely on their speed and the suddenness of their attack. Two guns are installed in the wings, two fire through the propeller, these four guns being operated by the pilot. The two remaining guns are handled by the gunner in the rear cockpit.

Because Langley Field is the home of the Second Bombardment Group, a squadron of 12 bombardment planes will participate in the May 4th demonstration but in none of the others. A Pursuit Squadron of 25 planes will also participate, and in double roles. Several of these planes, in addition to machine guns and bombs, will carry apparatus for the laying of smoke screens.

The demonstrations will be under the command of Brigadier-General Benjamin D. Foulois, Assistant Chief of Air Corps. His staff will be headed by Major Carl Spatz, who will be in charge of operations. Following the demonstrations at Langley, similar exhibits will be given as follows:

May 5 - 8, Artillery School, Fort Bragg, North Carolina.

May 8 - 11, Infantry School, Fort Benning, Ga.

May 15-17, Artillery School, Fort Sill, Oklahoma.

May 17-20, Cavalry School, Fort Riley, Kansas.

May 20-23, General Service School, Fort Leavenworth, Kansas.

Assistant Secretary of War F. Trubee Davison, in explaining the purpose of the demonstrations, made the following statement:

"The object is to illustrate to ground troops the war-time tactics of modern military aircraft in order that ground forces may adapt their methods to enemy air attack in time of war and also to give our Army pilots opportunity to

observe methods employed by ground troops threatened by air attack.

The other branches of the Army are accustomed to work with that portion of the Air Corps attached to them for service, such as Observation, but other units of air operation, particularly Pursuit and Attack, operate frequently as independent offensive units and it is vitally important that officers in charge of ground troops and pilots be given full opportunity to study their different tactics from first hand observation.

In order to give realism to the demonstration of attacks upon ground troops, with bombs and machine guns, targets representing Artillery, Cavalry and Infantry will be used. Nearly 100,000 rounds of machine gun ammunition, 1,650 twenty-five pound bombs, 200 thirty-pound bombs and almost ten tons of smoke screen material will be used in course of the demonstrations."

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SLOTTED WING INVENTION EXPLAINED TO AIR CORPS

Mr. Frederick Handley Page, a most prominent figure in the aircraft industry of Great Britain, paid a visit to the Office Chief of Air Corps, Washington, on the morning of April 17th, and delivered a brief but interesting talk on the slotted wing device with which his company has been conducting experiments for the past seven years.

It is claimed that this device when attached to the wings tends to make an airplane laterally stable, and this claim was satisfactorily substantiated in test flights recently conducted in England of several types of planes equipped with same. The normal tendency of a plane when stalled is to start falling into a tail spin. In the flying demonstrations with the slotted wing, however, although the plane was repeatedly brought into a stall, it steadfastly refused to fall into a spin.

The British visitor had with him a moving picture reel depicting these test flights, and in the presence of practically all officers on duty in the Office of the Chief of Air Corps, also the Hon. F. Trubee Davison, Assistant Secretary of War; Brigadier-General Benjamin D. Foulois, Assistant Chief of Air Corps, and Brigadier General Wm. E. Gillmore, Chief of the Materiel Division, Wright Field, Dayton, Ohio, he described the operation of the slotted wing device and touched on the results of these demonstration flights. Due to the fact that, through one of those strange coincidences, an article on the slotted wing appears elsewhere in this issue of the NEWS LETTER, there is no need here to quote the lecture at length.

Mr. Handley Page asserted that the slotted wing has now reached the stage where its action is perfectly automatic. When the airplane reaches a certain angle of incidence, this auxiliary airfoil, hinged to the leading edge of the upper wings, automatically moves away from its point of attachment, thereby opening the slot which then begins to exert its stabilizing function. The slotted wing, he stated, is particularly useful when flying in fogs or clouds, for when the pilot desires to lose altitude in order to bring his plane out of the misty atmosphere and ascertain his location, all he needs to do is to pull the control stick back and throttle his engine. The plane would then start settling downward and continue to do so until the pilot opened the engine throttle and pushed the stick forward - all this with no tendency on the part of the plane to fall into a spin.

It is expected that Mr. Handley Page will visit the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, where experiments on slotted wing tests have been conducted for some time. It is believed, also, that he will visit the Aircraft Show at Detroit, Michigan, to consult with members of the American aircraft industry.

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LEGIONNAIRES VISIT BOLLING FIELD

Piloted by William Winston, E.H. Connerton and Richard Chandler, in three Fairchild cabin monoplanes, twelve members of the Carle Anderson Post, American Legion, of Harrison, N.Y., made a round trip to Bolling Field on April 1st, so that the Post Commander, Rosseter P. Maurice, could lay a wreath on the tomb of the Unknown Soldier in Arlington Cemetery.

DIVERSIFIED TRAINING OF RESERVE OFFICERS AT BOSTON AIRPORT

The program of training Reserve officers flying from the Boston Airport has been changed from individual flying and playing in the air to regular assigned missions on Saturdays. Two weeks ago the operations orders called for message dropping contests, and last week it was formation flying. These alternating missions were initiated by the Airport Commander, Lieut. Donald G. Duke, and they have proven to be of great interest to the Reserves and, at the same time, much more valuable from a training standpoint.

Last Saturday 14 Reserve pilots, 6 Observers and 4 enlisted Reserves reported at the Airport for flying and work. The enlisted Reserves help the Regular personnel on duty with the ships, and are rewarded by a flight. The biggest problem at the Airport is the lack of ships, only three being available at this time, in consequence of which each pilot's time is limited to about 40 minutes. One PT-1, now at the Fairfield Air Depot, is expected to be delivered to the Airport very shortly, and this will improve the situation somewhat.

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OLD FRIENDS EXCHANGE GREETINGS IN PHILIPPINES VIA RADIO

As the old saying goes; this is a small world after all. Dr. M.G. Buckner, of Nashville, Tenn., had the surprise of his dignified life when recently steaming into Manila Bay on the round-the-world liner CALEDONIA of the Cunard and Anchor Line. Shortly after passing Corregidor he was called to the radio room and putting on a headset heard the mellifluous voice of Lieut. Vince Meloy, whom he knew from Nashville days, welcoming him to the Islands and inviting him to dine that night at the Army and Navy Club. Here's the how of it. Lieuts. Meloy and Hodges were up in the air on a radio test. To make conversation while WYR, the Kindley Field ground station, was tuning in, Lieut. Hodges remarked into the microphone that they were above the CALEDONIA and that Lieut. Meloy was undoubtedly watching for his friend, Dr. Buckner, to appear on deck. The CALEDONIA operator picked up the conversation, tuned in with a "Hello airplane", and called Dr. Buckner to the phone.

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COMBINED AIR FORCE MANEUVERS WITH LANGLEY FIELD

Two flights of three ships each left Bolling Field, D.C. at 1:30 p.m. on Friday, April 13th, to rendezvous with Langley Field ships at Smith Point, Va., for the purpose of carrying out a joint tactical maneuver. This took the form of a simulated air force attack on the bridge across the Rappahannock River at Tappahannock, Va. The Air Force was composed of Attack, Bombardment and Pursuit.

The Attack flight was made up of three O-1's from Bolling Field, piloted by Major H.C. Davidson, Flight Leader, with Lieut. Freeman Albory as gunner; Capt. Donald P. Muse with Warrant Officer Mills; and Lieut. Devereux M. Myers with Pvt. Joseph A. Droter.

The Bombardment consisted of the whole Group from Langley, and the Pursuit was made up of two Squadrons of three flights each from Langley and one flight from Bolling. The Pursuit flight from Bolling acted as the reserve element for the Pursuit group, and was composed of Lieut. Elwood R. Quesada, Flight Leader; Lieut. Henry R. Angell, #1, and Lieut. Frederick A. Schauss, #2.

Both Bolling Field flights returned on the completion of the attack and landed at the field at 3:45 p.m. A critique was held by all officers participating, and Major Davidson then stated that everything had gone off exactly as scheduled.

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VERSATILITY PAR EXCELLENCE

Lieut. Park Holland, Air Corps, claims the record for versatility in Courts-Martial cases - witness the case of an unfortunate recent arrival in the Philippines, a non-com, whose foot slipped. After writing the charges for signature of the accuser, Lt. Holland administered the oath as Summary Court. As Adjutant, he referred them for investigation. As Investigating Officer, he recommended trial. As Individual Counsel, he defended the accused; as Personnel Adjutant he testified for him and, oh yes, as Transportation Officer, he arranged the attendance of witnesses.

THE SLOTTED WING AS A SAFETY DEVICE

Some very interesting flying demonstrations were recently conducted in England with a DeHaviland "Moth" airplane, equipped with slotted wings. Although this plane was repeatedly placed into a stalling position it did not go into a spin, from which it would appear that the auxiliary slotted airfoils tend to make an airplane laterally stable.

The Handley-Page Co. has for years conducted various experiments with slotted wings. The first control slots were mechanically operated, thus adding an extra control to the plane. The latest design, however, is considerably simplified in that the wing tip slots are automatic in their action. They are hinged in such manner that when a certain angle of incidence is reached the auxiliary airfoil automatically moves away from its position close to the leading edge of the main airfoil, thereby opening the slot. The automatic type of slot, therefore, is not in any way under the control of the pilot but goes into operation automatically as and when required.

The DeHaviland Aircraft Co. has been conducting most of the experiments on the automatic type of slot, and the demonstrations with the "Moth" were conducted by Captain Geoffrey de Havilland. An interesting account of this pilot's daring maneuvers with the "Moth" appeared in a recent issue of the British aeronautical publication FLIGHT, and same is quoted below, as follows:

"Realism was carried to a high degree of perfection at the demonstration given by Capt. Geoffrey de Havilland at Stag Lane on Monday of this week, March 19. It has been known for some time that the De Havilland Aircraft Co. has been carrying out experiments with a "Moth" fitted with the Handley Page automatic wing-tip slots. As we recorded in FLIGHT some weeks ago, Capt. Broad had a bit of a crash while carrying out one of these experiments - due, it should be repeated, not to the slots, nor to the "Moth", but to a slight error of judgment on the part of the pilot. (Capt. Broad's reputation is such that it is not likely to suffer from this statement.) At the time, Broad was deliberately imitating one of the worst faults committed by a beginner in flying, i.e., making a climbing turn off the ground, and then cutting out his engine.

At Monday's demonstration Capt. de Havilland himself took the joy stick and gave a demonstration of the kind of liberties which may be taken with a machine without serious consequences to the pilot if the machine is fitted with the new Handley Page slots.

The "Moth" had been but slightly altered from the standard machine. Small ages had been made in the control surfaces - since it is, of course, essential, if the best possible use is to be made of the slots, that all the controls should be in harmony. The chief alteration, however, was the substitution of a new undercarriage. The horizontal axle was abandoned, the other alterations being due to this fact. The wheel track was made slightly wider and, most important of all, the stroke of the telescopic leg was considerably increased in order to give better shock-absorbing qualities. The demonstrations proved that this was no unnecessary precaution.

Capt. de Havilland's demonstrations took the form of four separate flights, each made with the object of showing some particular function of the slotted-wing machine. During the first flight Capt. de Havilland took the machine up to a couple of thousand feet, and then demonstrated that the machine cannot be made to spin. Repeatedly he so maneuvered the machine that, had it not been fitted with slots, it would undoubtedly have gone into a spin. All that happened was that the "Moth" made some steep spirals at speeds and attitudes which were quite obviously far removed from the condition of autorotation.

In the second flight Capt. de Havilland repeatedly jerked the stick back violently so as to produce a fairly violent stall. There was not the slightest lateral "wobble" or uncertainty; but, of course, the machine stalled in the usual manner, i.e., dropped its nose suddenly and commenced a dive, as any machine inevitably must which depends for its lift upon speed in some direction or other. The point was that merely a straight dive followed the stall, and not a sign of a spin. In landing from this flight Capt. de Havilland gave a demonstration of what happens when a beginner misjudges his height and lands, as it is called, "10 ft. above the ground," i.e., flattens out to land while his wheels are still about 10 ft. in the air. A beautiful "three-point" landing was made "10 ft. up," but the machine, instead of dropping a wing tip as the normal machine would most likely do, the slotted "Moth" merely pancaked and

bounced a little.

The next demonstration consisted in landing exactly the reverse way, i.e., "10 ft. below the ground"! In other words, a beginner may misjudge his height in two ways - he may think he is on the ground and "flatten out" too soon (as in the previous flight), or he may have the impression that he is not yet low enough, and may glide his machine into the ground. Flight No. 3 imitated the last mentioned case. Capt. de Havilland (deliberately, of course) failed to "flatten out". The machine struck the ground at its gliding angle, its nose jerked upwards, a bounce with the nose in the air followed, and then, at practically no forward speed, the machine sank in a stalled condition, still without a sight of any tendency to drop a wing tip, and came to rest.

The fourth and last flight was a demonstration of stalling the machine from about 200 feet., without any power to flatten out (the height being assumed insufficient to permit of the dive which must precede the "unstalling" of the machine.) During the large number of stalled landings of this nature made during the experiments with the slotted "Moth", it was found that the vertical rate of descent of the machine was in the neighborhood of 9 ft. per second (a parachute drops at 15 to 17 ft. per second). On this occasion, for some reason which is not yet known, the "Moth" appeared to descend in a series of "steps", very slight but unmistakably present, of acceleration and deceleration. As luck would have it, the machine was just in one of its acceleration periods when it struck the ground. The result was that the rate of descent was more than the fuselage could stand. The cross member of the fuselage gave way, the undercarriage "legs" pushed upwards through the body, and the machine sat down flat on its belly. The front portion with the engine dropped forward, the rear portion of the fuselage dropped backward, but Capt. de Havilland was not scratched! Not only so, but he afterwards said he felt no particular shock, the whole proceedings being comparatively gentle. He was carrying no passenger at the time, but even if a passenger had been on board it is extremely doubtful whether he would have been damaged at all. Both seats were intact, the aft cockpit entirely so, and the front cockpit damaged in such a way that a passenger would not be likely to have been hurt.

Very naturally, there was a moment's anxiety among the onlookers, until Captain de Havilland was seen to jump out of the machine and to be perfectly undamaged. The accident did undoubtedly prove that, although nobody would suggest or try to encourage, careless handling of a machine, the consequences of what is after all a comparatively trivial mistake, are not likely to be very serious in a machine fitted with automatic slots and with a good undercarriage. The next step in the evolution of the "Moth" will probably be a redesigning of the part of the fuselage in the neighborhood of the undercarriage. In this case the undercarriage itself was entirely undamaged, it was the fuselage which gave way. This is not surprising, as it had not been specially designed for shocks such as it received.

The demonstration undoubtedly proved that the automatic slots, properly designed, and with the rest of the machine designed to be in harmony, has greatly reduced the seriousness of the consequences following upon mistakes in piloting. Nobody would claim that the slots make a machine "fool-proof." The four-wheel brakes on a motor car go a long way towards facilitating the handling of a car, in that reasonable errors of judgment in the matter of speed and distance can be corrected by means of the brakes. But the brakes do not make a car "fool-proof". A driver can still, if he is fool enough to do so, drive straight into a brick wall.

So also with the automatic slots. The fitting of these does not, for instance, prevent a machine from stalling. But the slots do prevent the common result of stalling: the spin, from which there is no way of getting out, except by diving. Put in a different way, the ordinary "Moth" (to keep to this machine) can be stalled down, just as is the slotted "Moth", but, and that is the great point, it takes a very skilled pilot to prevent it from dropping a wing tip. It is, so to speak, balanced on a knife's edge laterally. With the slots, however, it is laterally stable in the stalled condition, and consequently the high degree of skill in preventing a wing tip from dropping is no longer necessary.

Hitherto, if one may use the simile, there has been no punishment to fit the crime! The trivial error of getting into a stall has only too frequently resulted in the pilot losing his life. The introduction of the automatic slot will, we firmly believe, in the vast majority of cases, reduce the "penalty" to nothing worse than a damaged machine, and probably very rarely even this.

And, finally, we cannot conclude these notes without paying a tribute to Captain de Havilland for the practical and personal way in which he interests himself in aviation. We know that he habitually flies every new type of machine produced by his firm. That he should have been willing to give a demonstration like that on Monday last is one more proof of his very great keenness and courage, for we maintain that it takes a great deal of courage to make the "mistakes" which "D.H." deliberately made. For a skilled pilot to make up his mind to stall into the ground, a procedure against which all his instincts as a pilot rebel, must take a tremendous amount of will power. When that same pilot is, in addition, a trained engineer and a world-famous aircraft designer, with a full technical knowledge of all that is happening, the performance is even more remarkable.

A spectator asked the writer who the pilot was, and on being told, exclaimed 'Oh, young de Havilland!' In view of the fact that "D.H." has been flying since 1909, the remark is rather significant."

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PROGRESS OF FLYING CADETS AT MARCH FIELD, CALIF.

The March, 1928, class of Flying Cadets at March Field, Riverside, Calif., are well started on their schedule and are making satisfactory progress for the short time they have been receiving instruction. Only two students of the 106 enrolled have been eliminated, and these on account of physical disability.

The average age of the Flying Cadets in the new class is 24 years. Of the 106 students enrolled, 27 are college graduates.

The upper class of November, 1927, are now flying DH's. Of the 83 Cadets who originally started training, only 49 remain.

An Aerial Review was staged as a complement to the Director of Training, Major Carlyle H. Wash, who has been ordered on a tour of foreign service. Before taking off, the equipment and personnel participating in the review were inspected by Major Wash, accompanied by the Headquarters Staff. The formations led by Major Harmon passed in review with Major Wash in the reviewing stand as the reviewing officer. Parachute jumps were made by the following enlisted men from the Douglas Transport, piloted by Lieut. John S. Gullett: Staff Sergeant Ytterback, Sgt. Browning, Corporal Wetzorke, Privates Graham, Garjola, Hanson and Sgt. Wehling.

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MITCHEL FIELD AIRMEN PARTICIPATE IN MANEUVERS

The Air Corps at Mitchel Field, L.I., New York, participated in a series of extensive maneuvers on March 14th which were originally planned to entertain the Lions Clubs of Nassau County but also served to interest the immense crowd which maintained a weary vigil awaiting the arrival of Captain Hinchcliffe and Miss Mackay.

The demonstration started at four in the afternoon with combat and formation flying and continued into the evening when the powerful lights of the 62nd Anti-Aircraft Regiment of Fort Totten were brought into play.

Frequent, but what later proved to be erroneous, reports of the whereabouts of the Hinchcliffe-Mackay plane were received and these added to the atmosphere of tension. It was after midnight before the crowd started to dwindle away.

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DEPARTURE OF FRENCH FLYERS FROM MITCHEL FIELD

After several weeks at Mitchel Field, N.Y., during which time their Breguet plane was overhauled and a new Hispano-Suiza engine installed, Captain Dieudonne Costes and Lieut. Joseph Lebrun left early in March for San Francisco and upon arrival there left by steamship for Tokio, Japan. Press reports stated that the airmen, accompanied by Arthur Goebel, winner of the Dole Flight to Honolulu, reached Yokohama on March 31st, and that the Frenchmen planned to assemble their plane as quickly as possible and again take up their around-the-world flight. They are due back in Paris the latter part of April.

At Paris it is hoped they will be accorded a reception which will be commensurate with their achievement, which must take rank with the most important

The News Letter Correspondent states that by their unfailing good humor these gallant French officers made friends at Mitchel Field and every feature of their preparations was an evidence of good taste and sportsmanship.

Had they arrived earlier in the season their reception might have been more spontaneous, but it could not have been more sincere. On their flight across the United States they were forced down twice; once at Sharon, Pa., by a snow storm, and again at Rock Springs, Wyoming, by rain.

Rock Springs is a name which should be familiar to the Air Corps, for it was there that Lieut. Russell L. Maughan was forced down in the summer of 1923 on his second attempt to fly between Mitchel and Crissy Fields between dawn and dusk.

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THE DISCOVERY OF BOLLING FIELD By the News Letter Correspondent

Bolling Field, in the Capital of the greatest country in the world, has at last come into its own. It has always been felt by members of this post that some day some daring pioneer would discover that tucked away in a corner of Washington, within five miles of the Capitol, the Army Air Corps had a landing field that was well worth visiting.

On the 19th of March, the Washington newspapers stated that "Lindy", who lives, talks, and dreams aviation, had decided to prove to the "Powers that be" in politics that airplanes had come to stay and to be of use to mankind, and were not merely playthings for pilots to "crack up". He offered to take for a "hop" any Senator or Representative who wished to be convinced.

And that was how Bolling Field was discovered.

Starting early on the morning of the 20th of March, the prospectors came in swarms - not only the politicians who were invited, but rich and poor alike from every State in the Union.

They came in rattletrap Ford roadsters - vintage 1910 - in snappy new American models, direct from the factory, and in imported limousines that were dazzling to the eyes. They walked, they ran, some even came on crutches, and all to see that modest young man known officially as Colonel Charles A. Lindbergh, Air Reserve.

For five days from early morning until well after Retreat, "Lindy" ran the most popular taxi service there has ever been. Using an Army tri-motor Fokker and a Navy tri-motor Ford, he made in the five days a total of 110 flights.

Eleven hundred passengers made the round trip across the Potomac, over Arlington, then for a swing above the heart of the Nation's Capital, round the Capitol dome and back to the field. The list of those carried on the various trips was certainly an imposing one, including as it did representatives of, Great Britain, France, Germany, Belgium, Jugo-Slavia, Austria, Chile, Cuba, Finland, China, Argentina, Brazil, Colombia, Turkey, Panama, Greece, Guatemala, and Siam, in addition to Senators, Representatives and members of their families.

Immediately after concluding his last day with the society folk of diplomatic Washington, the Colonel joined the Commanding Officer and officers of Bolling Field at the enlisted men's monthly smoker. He seemed to enjoy the relaxation and was very interested in the half dozen bouts put on by members of the post, but laughingly declined the call for a speech.

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COL. LINDBERGH DROPS IN ON THE ROCKWELL AIR DEPOT

Colonel Lindbergh, on April 4th, calmly dropped to earth at Rockwell Field with his party of original backers on the historical record-making trip in the "Spirit of St. Louis". All of San Diego had been looking for the Colonel for a number of days and expected him to land at the airport in San Diego, where a large crowd had congregated to wait for him. However, he chose the Rockwell Field, the starting point of his memorable trip. He not only avoided the crowds, but landing at Rockwell no doubt brought back pleasant memories. The Colonel is always a welcome visitor to Rockwell Field.

V-5783, A.C.

DEATH OF LIEUT. IVAN G. MOORMAN, AIR CORPS

By A.M. Jacobs

Lieut. Ivan G. Moorman, Air Corps, died at the Miami Valley Hospital, Dayton Ohio, on March 1st as the result of pneumonia following an operation. His death was a great shock to his many friends, as he had reported for duty at Wright Field but a short time before and his illness was but of a week's duration.

Lieut. Moorman became associated with aviation during the War, when he joined the Aviation Section of the Signal Corps. In 1923 he participated in one of the earliest "good-will flights" when five planes, commanded by Major Thomas G. Lamphier, flew to Cuba, Haiti, San Domingo, Porto Rico and return. He served two years in Hawaii and was a member of the 1926 class of the Air Corps Engineering School at McCook Field, standing first in his class in general scholarship. It was the excellence of this record that led to his being sent later to the New York University for certain aeronautical courses. Here he again distinguished himself by his initiative as a student and his high scholarship. It may be classed among the ironies of existence that the conferring upon Lieut. Moorman of the degree of Aeronautical Engineer, toward which he had been working, by the University, occurred on the day of his death. With the degree came the University's highest commendation upon him as a scholar and worker. At Wright Field this special training was about to be put to practical use, for Lieut. Moorman had been assigned to the Experimental Engineering Section.

A capable pilot, a man of sterling worth, his is a great loss to his friends and to the service.

Lieut. Moorman was born April 15, 1894, at Greenville, Michigan. He attended the public schools at Edwardsville, Ill., and graduated from the McKendree College, Lebanon, Ill., in 1914. He pursued a post graduate course at the Columbia University, New York City.

Prior to entering the military service he traveled through the West Indies and mastered the Spanish language in an incredibly short space of time. Enlisting in the Aviation Section, Signal Corps, December 6, 1917, he entered the School of Military Aeronautics, Princeton University, February 2, 1918, and graduated April 13, 1918. He received his flying training at Eberts Field, Lonoke, Ark., was rated a Reserve Military Aviator, and commissioned a 2nd Lieut. on October 7, 1918. After a brief period of duty at Langley Field, Va., he was sent to Post Field, Fort Sill, Oklahoma, where he attended the School for Aerial maneuvers. Upon graduation he was rated an Aerial Observer and shortly afterwards ordered for duty in the Hawaiian Department. Lieut. Moorman served as Advance Agent in connection with the Air Corps "Good-Will Flight" around South America.

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WINTER MANEUVERS OF THE FIRST PURSUIT GROUP

During the early part of February the 1st Pursuit Group, Selfridge Field, Mt. Clemens, Mich., was engaged in winter maneuvers throughout Northern Michigan. The planes were equipped with skis. Twelve Pursuit planes and two Transports participated in this maneuver. Extremely bad flying conditions prevailed throughout the entire maneuver and sub-zero weather was encountered. All landings were made on either ice or snow fields. The Group established advance airbases at Oscoda, Alpena, Sault Ste Marie, Traverse City, Manistee and Muskegon.

Due to the bad weather encountered it was impossible to carry out the tactical formations as originally planned. The mobility of aircraft in extremely cold weather and in a country which is covered with ice and snow was successfully demonstrated. There were two accidents in this maneuver, one pursuit ship being completely demolished and one transport damaged to the extent that it required a complete overhaul. The skis for pursuit ships seemed adequate, but the run it takes a transport to get in the air with skis is considerable.

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MOVING A FIVE-FOOT WIND TUNNEL

Removal of the five-foot wind tunnel tube and straighteners from McCook Field to the new Wright Field, Dayton, Ohio, is in progress. For the past year

various parts have been transported, and more recently the four motors and two fans have been brought over. Finally, only the great tube and straighteners were left.

With the present move in prospect, the five-foot tunnel was built in sections. The longest of these sections as it has been taken apart for moving is 30 feet, the shortest, 12 feet. Special routing had to be made, eliminating all narrow canal and hydraulic bridges, for the mouth of the tube is 18 feet, 6 inches wide. It was also necessary to take trolley wires into consideration, for the highest section of the tunnel is 16 feet, 8 inches, whereas the trolley lines are 14 feet from the ground. According to city ordinance, the moving will have to take place after midnight, and a strange sight these two trucks and five trailers will present to uninitiated passers-by. Wind tunnel work has been held in abeyance pending the setting up of the wind tunnel in the new laboratory, and, although this operation and the calibrating after it is set up is a complex and tedious performance, every effort is being made to expedite it.

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NEW FLYING FIELDS SPRINGING UP

As time goes on more municipalities in Southern California and adjoining States are dedicating new flying fields. The last one was Eagle Field at Selma, California, named in honor of Captain Aubrey I. Eagle, Air Corps. Lieuts. J. Greer and E.M. Robbins were representatives from Rockwell Field, Calif., attending this dedication, which took place on March 31st. Lieut. O.P. Gothlin, Jr., in a PW-9-C, made a cross-country flight to Chandler, Arizona, on March 13th, for the purpose of representing Rockwell Field at the dedication of the new flying field at that place.

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ECHOES OF THE EARLY FLYING DAYS

"A time-piece beginning to be venerable in associations, though it is of the modern very-thin variety came to our hands the other day," says the News Letter Correspondent from Wright Field, Dayton, O. In the yellow-gold case was the following engraving: "Presented to Walter Brookings by the Repository, Canton, Ohio, Sept. 26, 1911, for World's Record for accurate landing with motor stopped from 1000-foot altitude." The owner of the watch, Walter Brookings, was one of the early pupils of the Wright Brothers who flew with them for several years. Mr. Brookings is now engaged in business in Dayton.

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WRIGHT FIELD TO HAVE NEW RADIO BEACON

Work was started on the construction of a new radio beacon station at Wright Field, Dayton, Ohio. The beacon station will be erected on the summit of a low hill just east of the new Materiel Division laboratories and will be similar in design and power to the stations erected in California and Hawaii for the trans-Pacific flights last summer. The old station at the Fairfield Air Depot will be dismantled.

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AVIATION FIELD AT PINE CAMP, N.Y. TO BE NAMED WHEELER-SACK FIELD

The War Department has approved the recommendation of the National Guard Association of New York to name the aviation field at Pine Camp, New York, hitherto unnamed, in honor of Captain Curtis Wheeler and Lieut. Carl J. Sack. This action is in accordance with the custom during the past few years of naming military flying fields after officers killed in airplane accidents. Captain Wheeler and Lieut. Sack lost their lives when their plane crashed at Pine Camp on July 6, 1927. The aviation field at Pine Camp, Great Bend, N.Y., is used during each field training period of the 27th Division Air Service, of the New York National Guard, to which the two officers belonged, so it is peculiarly appropriate and fitting that the field should be named in their honor.

CONSTRUCTION PROJECTS AT AIR CORPS POSTS

A Bill (H.R. 12688) introduced in the House of Representatives on April 4, 1928, by Representative James, providing for various construction projects at Air Corps fields and stations, authorizes an appropriation for that purpose of not to exceed \$6,499,500. A hearing on this bill has already been held by the House Military Affairs Committee, in the course of which the Hon. F. Trubee Davison, Assistant Secretary of War, and Major-General James E. Fechet, Chief of Air Corps, gave their testimony on same. The bill was reported out of the Committee on April 11th.

The appropriation above mentioned is itemized below, as follows:

Albrook Field, Canal Zone:

Hangars	\$ 200,000
Air Corps shops and warehouse	126,000
Headquarters and operations building	40,000
Radio, parachute and armament building.....	25,000
Gasoline and oil storage	75,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	600,000

France Field, Canal Zone:

Hangars.....	80,000
Operations Building.....	30,000
Photo, radio, parachute and armament building....	61,000
Air-depot shops.....	160,000
Air-depot warehouse.....	200,000
Improvement of landing field.....	103,000

Hawaiian Department, Wheeler Field:

Hangars.....	240,000
Air Corps field warehouse.....	45,000
Air Corps field shops.....	81,000
Headquarters and operations building.....	40,000
Photo, radio, parachute, and armament building.....	61,000
Gasoline and oil storage.....	15,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	110,000

Bolling Field, D.C.:

Hangars.....	160,000
Gasoline and oil storage.....	12,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	100,000

Chamute Field, Illinois:

Hangars.....	120,000
Air Corps shops and warehouse.....	126,000
Headquarters and Operations Building.....	40,000
Photo, radio, parachute and armament building.....	61,000
School building.....	80,000
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000

Crissy Field, California:

Hangar.....	40,000
Photo building.....	36,000
Gasoline and oil storage.....	5,000
Paint, oil, and dope warehouse.....	5,000

Duncan Field, Texas:

Hangars.....	80,000
Air-depot shops.....	243,000

Fairfield Air Depot, Ohio:

Air-depot shops.....	243,000
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Fort Sam Houston, Texas:

Hangar.....	40,000
Air Corps field shops and warehouse.....	60,000
Headquarters building.....	20,000
Photo, radio, parachute and armament building	61,000
Gasoline and oil storage.....	5,000
Improvement landing field.....	20,000

Marshall Field, Kansas:

Hangar.....	\$ 40,000
Air Corps field shops and warehouse.....	60,000
Headquarters building.....	20,000
Photo, radio, parachute and armament building.....	61,000
Gasoline and oil storage.....	5,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	15,000

Maxwell Field, Alabama:

Gasoline and oil storage.....	15,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	13,000

Mitchel Field, New York:

Hangars.....	80,000
photo building.....	36,000
Gasoline and oil storage.....	10,000
Paint, oil, and dope warehouse.....	5,000

Post Field, Oklahoma:

Hangar.....	40,000
Air Corps field shops and warehouse.....	60,000
Headquarters building.....	20,000
Radio, parachute, and armament building.....	25,000
Gasoline and oil storage.....	5,000
Paint, oil and dope warehouse.....	5,000

Rockwell Field, California:

Hangar.....	160,000
Air Corps warehouse.....	45,000
Headquarters and Operations building.....	40,000
Radio, parachute and armament building.....	25,000
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000

Rockwell Air Depot, Rockwell Field, California:

Air-depot shops.....	243,000
Air-depot warehouse.....	500,000

San Antonio Primary Training School, San Antonio, Texas:

Hangars.....	440,000
Air Corps shops and warehouse.....	126,000
Headquarters and operations building.....	40,000
Wing headquarters building.....	60,000
Photo, radio, parachute, and armament building.....	61,000
School building.....	40,000
Gasoline and oil storage.....	9,500
Paint, oil, and dope warehouse.....	5,000
Improvement of landing field.....	150,000

Selfridge Field, Michigan:

Air Corps warehouse.....	45,000
Photo building.....	36,000
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	50,000

H.R. 7009, an Act to authorize appropriations for construction at military posts, and for other purposes, approved February 18, 1928, makes available a sum not to exceed \$6,595,691, out of which Air Corps fields and stations are allotted \$5,800,691; the United States Military Academy \$185,000; Fort Benjamin Harrison, Ind., \$400,000, and Walter Reed General Hospital \$210,000.

The various projects at Air Corps posts covering the allotment, above mentioned, are itemized below, as follows:

Bolling Field, District of Columbia:

Supply warehouse.....	\$ 38,000
Administration building.....	42,000

Chanute Field, Illinois:

Heating system in hangars.....	5,629
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Fort Crockett, Texas:

Machine shop and aero repair building.....	19,869
Dope and paint house and lean-to for boiler room.....	10,775

Fort Sam Houston, Texas:

Macadamizing hangar line and construction of storm sewer and surface drainage for hangars.....\$ 3,858

Hawaiian Department (for the Air Corps)

Steel hangar..... 39,500
Addition to radio hut..... 6,979

New Primary Flying Field, San Antonio, Texas:

Hangars..... 440,000
Field shop..... 81,000
Field warehouse..... 45,000
Headquarters and operations buildings..... 40,000
Radio, parachute, and photographic buildings, and armament building..... 61,000
School Building..... 40,000
Gasoline and oil storage..... 16,900
Paint, oil, and dope storage..... 5,000
Night flying lighting system..... 15,000
Improvement of landing field..... 81,000

New Primary Flying School, San Antonio, Texas:

Barracks..... 700,000
Noncommissioned officers' quarters..... 540,000
Officers quarters..... 1,020,000
Hospital..... 150,000
Magazine (for explosive)..... 15,000
Quartermaster warehouse..... 90,000
Garage..... 80,000
Quartermaster maintenance building..... 20,000
Fire house, \$15,000; Guard House, \$30,000..... 45,000
Post Exchange, \$45,000; Theatre and gymnasium, \$60,000..... 105,000
Incinerator, \$5,000; Railroad spur tracks, \$39,700..... 44,700
Telephone and telegraph lines in conduit..... 68,375
Bakery, \$10,000; Chapel and School \$50,000..... 60,000
Enlisted men's club, \$60,000; Officers mess \$60,000..... 120,000

Langley Field, Va.:

Heating plant for hangar..... 6,068

Middletown Air Depot, Middletown, Pa.

Hangars..... 79,000
Concrete floors in warehouse..... 38,597

San Antonio Air Depot, San Antonio, Texas:

Rock asphalt apron for hangars..... 7,316
Instrument house and engine repair and cleaning building..... 6,861

Scott Field, Illinois:

Gas holder..... 49,500

Fairfield Air Depot, Fairfield, Ohio:

Gasoline and oil tanks..... 36,000

March Field, California:

Radio, photographic and school buildings..... 86,000
Night flying lighting system..... 15,000

Maxwell Field, Alabama:

Hangar..... 39,500
Field shop..... 81,000
Headquarters and operations buildings..... 40,000
Radio, parachute and photographic buildings..... 56,000
Night-flying lighting system..... 15,000

Mitchel Field, Long Island, New York:

Hangars..... 79,000
Field shop..... 81,000
Field warehouse..... 38,000
Headquarters and operations buildings..... 40,000
Radio, parachute, and photographic buildings..... 56,000

Selfridge Field, Michigan:

Hangars, \$237,000; Field Shop, \$81,000..... 318,000
Headquarters and Operations buildings..... 40,000
Radio and parachute buildings..... 20,000
Ceiling and walling hangars..... 3,264.

Albrook Field, Canal Zone:

Construction of landing field.....	\$400,000
<u>Fort Leavenworth, Kansas:</u>	
One hangar.....	40,000
Field warehouse and shop.....	45,000
Headquarters building.....	20,000
Gasoline and oil storage.....	5,000
Night-flying lighting system.....	10,000

Under the provisions of this bill the Secretary of War is authorized, when directed by the President, to accept on behalf of the United States, free from encumbrances and without cost to the United States, the title in fee simple to such lands as he may deem necessary or desirable, in the vicinity of San Antonio, Texas, approximately 2,400 acres, as a site for an Army primary flying school and flying field. Upon the acceptance of these lands there is authorized to be made available or appropriated for the construction thereon of barracks and officers' quarters and utilities and appurtenances thereto such amounts as may have been appropriated or authorized for appropriation for barracks and officers' quarters and utilities and appurtenances thereto at Brooks Field and Kelly Field, Texas, pursuant to the authority contained in the Acts approved February 25, 1927, and March 3, 1927. The Secretary of War is further authorized to prepare the grounds and construct the necessary roadways and utilities at said Primary Flying School and flying field and to transfer thereto and reestablish thereon such buildings, utilities and equipment then located at Brooks Field and Kelly Field, Texas, as he may determine to be necessary and desirable.

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FREIGHT TRAIN FORGES AHEAD OF AIRPLANE

The above heading recalls the story of the Hare and the Tortoise. In this particular instance, however, the race was not a pre-arranged affair. Mrs. Evangeline Lindbergh, mother of the noted flyer, who probably has more flying time to her credit than any member of her sex, barring the few who were professional pilots, was recently flown from Detroit, Michigan, to Boston, Mass., in order to attend a convention of the National Educational Association.

According to the Wright Field Correspondent, the return trip was made under the worst possible weather conditions, one of the members of her party reporting having seen a freight train forge ahead of the plane at one stage of their progress.

Lieuts. Albert P. Hegenberger and Harry Johnson, Air Corps, of Wright Field, Dayton, Ohio, were the pilots of the Atlantic tri-motor transport C-2, which made the trip from Dayton to Detroit, thence to Boston and return. Good weather attended the flight from Detroit to Boston, and it was accomplished in a little over six hours. The party remained in Boston some days, Lieut. Hegenberger giving several addresses while Mrs. Lindbergh received honors and attended the convention. Miss Maud Dawson, a fellow-teacher of Mrs. Lindbergh's was also a member of the flight, and Major Cooper, O.R.C., of Boston, accompanied the party on the return trip.

After detouring in an effort to get around storms and fog areas, the plane finally landed at Buffalo after seven hours in the air and with extremely rough flying. Lieut. Hegenberger reported that, in spite of the rough going, Mrs. Lindbergh was as much at ease as if she had been knitting at her own fire side. She might well have been, of course, with two such pilots and in such a plane, but everyone might not have been so thoroughly sensible as to appreciate the fact. The party in the cabin was an extremely merry one, shutting anxiety out with whichever pilot happened to be in the cockpit.

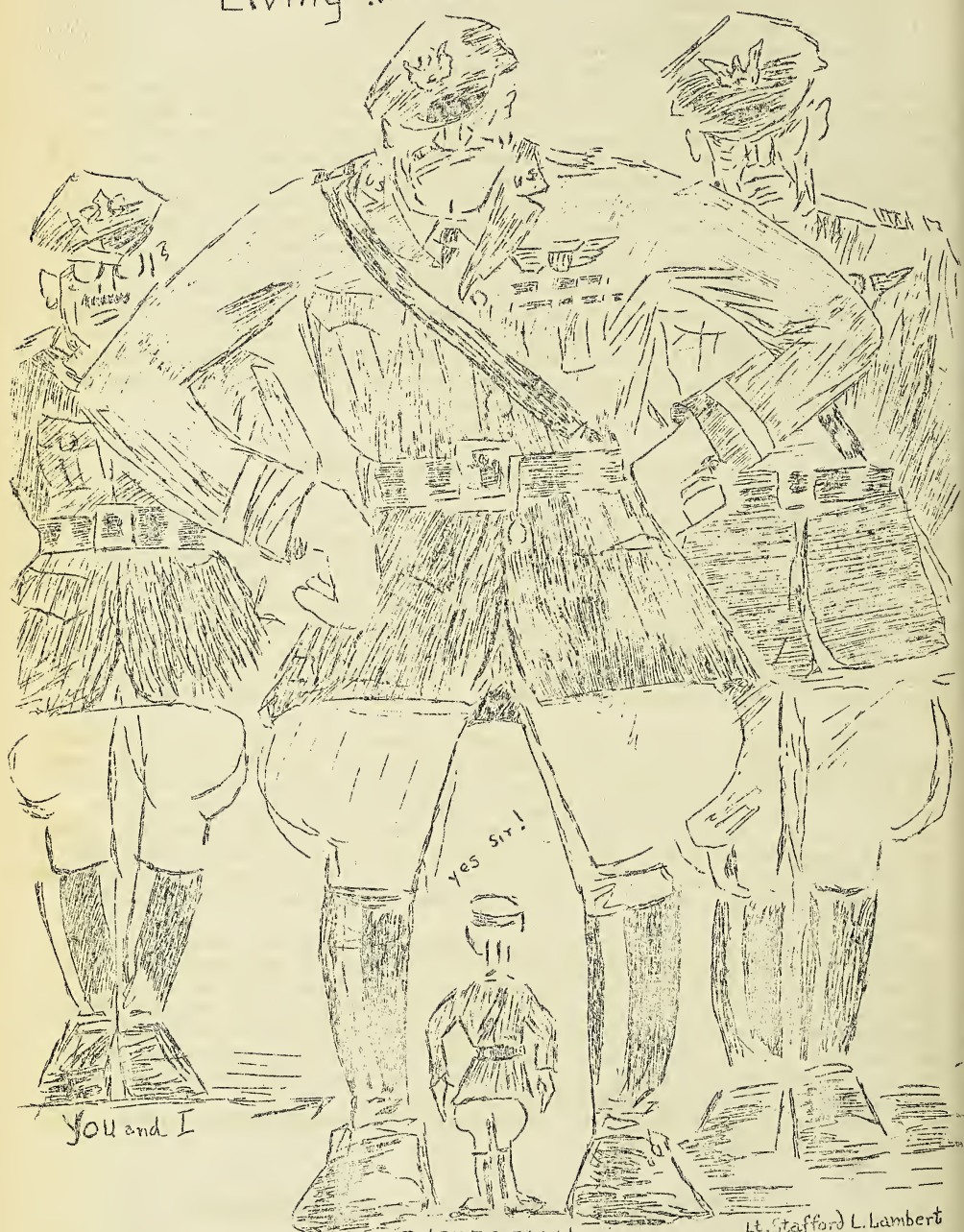
In spite of two landings, the plane finally arrived in Detroit safely. But that was a foregone conclusion.

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KEYSTONE BOMBING AIRPLANE TO BE RECONDITIONED

The Keystone XB-1 Bombardment airplane in which Eubank, pilot, and Mr. Gene A. Althoff, Test Observer, had such a narrow escape when it caught fire in the air, is to be reconditioned for flight. Two new Curtiss V-1570 engines will be installed, and it is expected the plane will be ready for flight testing within a month.

"WELL... What's your excuse for
...Living?...huh??



INSPECTION

Lt. Stafford L. Lambert
35th Div. Air Service
Missouri National Guard

LIEUT. LAMBERT PASSES EXAMINATION FOR J. A. P.

Casey Lambert, who is a 2nd Lieutenant in the Missouri National Guard, but who is probably better known as the son of the justly famous manufacturer of Listerine, dropped out of the sky above Bolling Field on April 4th, and taxied

V-5783, A. J.

up to the line in his little Ryan M-2 monoplane. He stayed around for a few days until the weather cleared and then left for St. Louis. While at Bolling Field Lieut. Lambert took and successfully passed the examination for the rating of Junior Airplane Pilot. This young man is responsible for the cartoons appearing in the NEWS LETTER.

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ITALIAN AIR ATTACHE PAYS VISIT TO CANAL ZONE

Commander Scaroni, the Air Attache from Italy to the United States, arrived in the Panama Canal Department on March 1st, on which date he inspected France Field and the Naval Air Station at Coco Solo. On the following day he was flown to the Pacific side of the Isthmus and called upon the Commanding General and the Italian Minister to Panama. On March 7th he was flown to the San Blas country to see banana plantations and the natives in that section of the Republic of Panama. Commander Scaroni left the Department March 8th and headed for San Antonio, Texas.

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AIRPLANE PROVES BAD MEDICINE FOR HAWK

Lieut. Percy, Air Corps, had a thrilling experience recently. Flying near France Field, Panama Canal Zone, he was in a dive in a PW and making about two fifty per when a chicken hawk decided to attack him. Bird and plane came together at tremendous speed, with dire results to the bird. The hawk entered the leading edge of the upper wing, went three-quarters the length of the chord and lodged therein. Lieut. Percy left his formation, returned to the field and proudly exhibited his trophy.

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MODEL AIRPLANE SPONSORS FLY FROM DETROIT TO WASHINGTON

On April 1st there arrived at Bolling Field, D.C. a Ford tri-motor plane piloted by Ralph Reed, with Mechanic David Klassen. The passengers were F.M. Davis; W.J. McEvoy; Elmer C. Grierson, Secretary-Treasurer of the American Boy Magazine; W.A. Anderson, T. Collard; F. L. Scott, advertising artist for Ford; and Fred L. Black, the Advertising Manager for Ford planes. All of these men are deeply interested in model airplanes and came to the Capital City to help the boys of the City with their work in this branch of aviation. The visitors left Bolling Field on the 3rd in the same plane and during the homeward journey each passenger wrote his impressions of the trip.

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PHOTO SECTION PERSONNEL HANDY WITH PISTOL

The 12th Photo Section, stationed at France Field, Panama Canal Zone, has demonstrated that they can shoot firearms as well as scenes. During the early part of last January France Field received notification from Department Headquarters that a Pistol Trophy was to be sent to the post, to be awarded to the organization having the highest percentage of personnel qualified. An examination of the records disclosed that the 12th Photo Section had developed 6 Pistol Experts, 3 Sharpshooters and 9 Marksmen - percentage qualified 94.4 - the highest at that station.

The C.O. of the 12th Photo Section, on being notified that upon receipt of 45c to cover cost of packing and shipping the Department Quartermaster would forward the trophy, remitted the required sum. The trophy was received via plane, neatly wrapped in the latest edition of the Panama Times, secured by a rubber band. The Pistol Trophy proved to be an old model Service Revolver, Cal. 38 (unserviceable), and now that the Section has it, the question of the hour is shall it be put in a case or kept in the arms rack and allow the next winner to supply the case - since 45c was donated for the now obsolete copy of the Times and the rubber band.

Lieut. Douglass, 24th Pursuit Squadron, our Correspondent, suggests that perhaps some organization in the States would like to shoot the 12th Photo Section for this Trophy next year.

THE AIR CORPS PROMOTION BILL

The House Committee on Military Affairs, on April 16th, submitted a report on the Air Corps promotion bill, H.R. 12814, introduced by Representative Furlow, which is a revision of his bill, H.R. 12199, with the recommendation that it pass. The report, in outlining the unsatisfactory conditions confronting the Air Corps with respect to promotion, states:

"When the national defense act was passed in 1920 all officers of the Army below the grade of colonel, except those of the Medical Department and chaplains, were placed on a single list for the purpose of promotion. It very soon became apparent that a number of injustices existed on that list, and a board of officers was appointed in the War Department to determine the extent of these injustices. After most exhaustive study and hearings the board reported on May 25, 1922, to The Adjutant General that 'The Air Service is the only branch or arm of the service which is adversely affected as a corps by the promotion situation.' This board, headed by a general officer, also stated 'The board is of the opinion that this situation will affect adversely the efficiency of the Air Service.'

During the period of the World War a large influx of officers occurred in less than two years. With the reorganization of the Army in 1920 nearly 6,000 of these World War officers were placed on the promotion list. The average period of training of these officers, except those for aviation duty, was slightly over three months, while the flyer was required to train for an average period of over six months. This difference of three months in commissioned service is magnified into a difference of hundreds of files on the promotion list and years of stagnation in the junior grades for the Air Corps officers. The majority of the air officers in this World War hump find themselves near the bottom of the list. Another War Department board reported in January, 1924, 'The prejudice to the Air Service incident to having some of its officers on the promotion list well below their contemporaries in other branches should be remedied.'

It will also be remembered that a select committee of this House recommended in 1925 'that Congress provide remedies for the inequalities and injustices suffered by the aviation officers.'

The President's Aircraft Board also recommended a system of temporary promotion that was enacted into law but proved unsatisfactory and was never put into effect.

Your committee has heard for years past of the necessity and reasons for legislation to take care of the special situation in the Air Corps. The Secretary of War has told us he would like to see these injustices to the air men remedied if it could be done without injustice to others, and the Chief of Air Corps himself has repeatedly advocated the system proposed in this bill.

The Air Corps has become one of the most important branches of our national defense and, although adversely affected as a branch in comparison with the other arms, its officers have become adjusted to their relative positions with regard to each other within the Air Corps. Their morale, however, is low because of their poor prospects for the future in the Air Corps; their promotion has stagnated; their casualty rate is high.

Colonel Lindbergh told our committee that 'if a flying officer meets his death the vacancy should be filled by an Air Corps officer of equal experience.'

The reports of the Secretary of War disclose the fact that approximately 40 percent of the deaths on the active list of the Army occur in the Air Corps, yet the strength of this arm is less than one-twelfth that of the Army. The vacancies thus created, filled by the promotion of officers of all branches and replacements in the Air Corps, are in the junior grades. This tends to adversely affect the morale of its officers.

Military flying will always be hazardous. Many of the safety factors that apply to commercial aviation must in war planes give way to speed, greater fire power, larger bomb loads, and other desirable military characteristics. Combat will require decidedly different maneuvers from commercial flying. Casualties among military flying personnel are consequently relatively high. This great rate of attrition requires special consideration in providing replacements.

It is thus seen that a situation exists in the Air Corps which needs special consideration. This branch of our national defense is quite different from the other branches and faces conditions peculiar to that service alone. The casualty rate is high, expectancy of life for the flying officer is far less than in other occupations, strain on the physical resistance from combat flying is excessive, the period of greatest flying efficiency is limited, responsibilities of air

officers are heavy, and promotion has stagnated. These are facts that your committee has taken under consideration in the study of the air-officer problem and have led us to favor the enactment of this bill into law."

Mr. Furlow's bill contemplates an Air Corps Promotion List upon which shall be placed the names of all officers of the Air Corps, Regular Army, below the grade of colonel. These names shall be arranged in the same relative order they now occupy on the Army promotion list. Air Corps flying officers shall be promoted to the various grades when credited with commissioned service as follows: to 1st Lieut., after 3 years; to Captain, 7 years; to Major, 12 years; to Lt.-Colonel, 20 years; to Colonel, 26 years. All flying officers of the Air Corps below the grade of Colonel shall be promoted in the order of their standing on the Air Corps promotion list.

The number of Air Corps officers in the grade of Colonel shall not be less than 4 nor more than 6 percentum and the number in the grade of Lieut.-Colonel shall not be less than 5 nor more than 7 percentum of the total number of officers on the Air Corps promotion list; the aggregate number of officers of the Air Corps in the field grades to be not less than 26 nor more than 40 percentum of the total number of officers on the Air Corps promotion list. Air Corps flying officers of less than the required years of commissioned service shall be promoted to the grades of Colonel, Lieut.-Colonel and Major only in so far as necessary to maintain the above minimum percentages, and only in so far as their promotion will not cause the maximum percentages to be exceeded shall officers of the prescribed years of commissioned service be promoted to these grades. Non-flying officers of the Air Corps shall be promoted as provided by law for the other branches of the Army.

Officers of the Air Corps may, upon application to the President, be placed on the retired list after serving 30 years either as an officer or soldier. In computing length of service for retirement credit shall be given for double the time heretofore or hereafter actually detailed to duty involving flying, and credit shall also be given for all other time now counted towards retirement in the Army. When a flying officer reaches the age of 54 years, he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Officers of the Air Corps who become physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

The Committee, in explaining the various sections of the bill, states with respect to an assertion made in the War Department report on promotion and retirement with regard to the present system of promotion to the effect that 23 years will elapse between the time the head and tail of the hump of World War officers reaches the grade of major, that "it is obvious that many of the air officers, if they live, would never reach a field grade before retirement."

As regards the provision that officers of the Air Corps shall retain on the original Air Corps promotion list the same relative position with respect to each other that they now have on the Army promotion list, it is stated that the officers within the corps have become accustomed to these relative positions and that it is believed unwise to upset that arrangement now for the sake of trying to remedy a few injustices that have existed since 1920. The real injustice is the position of the Air Corps with respect to the other arms, and this is corrected by the separate list.

Contending that the rate of promotion in the Air Corps is affected by conditions different from those in the other branches of the service and that principal among these is the high casualty rate and the greater responsibility of the individual officer for his length of service, it is asserted that an officer should at least expect to reach the grade of Major before the end of his career, and that the command of a Major - the squadron - demands that when he reaches that grade he be at his maximum flying efficiency and retain that efficiency for at least a few years. The high casualty rate indicates that it is about even chances that the officer will survive 15 years after starting to fly. It is therefore important that his early promotion be fairly rapid - to major in 12 years; then as his flying efficiency decreases and his administrative duties become heavier the rate of promotion can be slower.

With reference to the retirement feature of the bill, the report states: "Your committee recognizes a situation peculiar to the Air Corps which requires that special treatment be given retirement features. Military flying produces a great drain on the physical resistance; subconsciously, if not consciously, there is always that thought of the risk involved. Changes in altitude sub-

ject the whole physical system to rapid changes in atmospheric pressure and cause conditions to which the body is not accustomed. Speed also adds its physiological problems. Partial deafness often results from the excessive noise and altitude. The nervous system is subjected to abnormal strain. Eye strain with sometimes permanent deleterious effects is common. Lack of oxygen and lowered pressure at high altitudes affect all the normal functions to a marked degree.

Our Army flyers are a picked lot; they must meet more rigid physical requirements for entry into the Air Corps than for service in other branches; their death rate from disease is far lower than in the balance of the Army. Yet it has been found necessary to train a special corps of flight surgeons who are able to diagnose and remedy the peculiar conditions that develop in air work. These flight surgeons live with and watch the flyers to anticipate if possible the coming of a physical condition which might result fatally in the air.

When an officer of the Air Corps has served 30 years your committee believes the character of service has been such as to warrant retirement should the officer care to exercise this option. And in computing that time such of it as involved flying would by the terms of this bill be counted double. Active military flying is essentially a young man's occupation, and when an officer gives to his country the best years of his life in a profession where the expectancy of life is so much less than in other branches, he deserves special consideration.

None of the retirement provisions in this section makes it mandatory for an officer to leave the service; they simply establish an eligibility for retirement which, except in the case of physical disability, leaves to the officer the option to continue in service or to retire.

It is obvious that the age limit at which a flying officer may retire should be lower than in the other branches. It is highly desirable that the Air Corps be a group of active flyers ready to take the air in combat at a moment's notice. Men who reach the age of 54 years will probably have lost, as a general rule, much of their usefulness in the air. Not all will desire to retire at this age nor even after 30 years of service; the option, however, is provided."

In the summary it is stated, among other things, that "Congress has repeatedly encouraged, and rightfully so, the principle that the Air Corps should be composed of active flyers. A 10 per cent limit has already been placed on the number of nonflyers and even that is reduced by the inclusion of such flying officers as may become disqualified. It is obviously the intent of Congress to provide the maximum of flying officers and the minimum of nonflyers in the strength of the Air Corps. * * * The efficiency and development of the Air Corps under the five-year program passed by Congress in 1926 is greatly impaired by the lack of proper personnel legislation. It has been difficult, in fact impossible, to fill the yearly increments. Service for those in the Air Corps has become far less attractive as commercial aviation has developed and offered excellent opportunities in civil life. It is the opinion of your committee that this bill will tend to correct the existing situation.

The committee have heard throughout the past few years numerous witnesses regarding personnel matters in the Air Corps. Arguments have been presented against a separate promotion list, stating such action would adversely affect the morale of the Army. No convincing testimony, however, has been given by these opponents to show how to correct the present situation in the Air Corps."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

1st Lieut. Clarence P. Kane from duty as language officer, Tokyo, Japan, to Rockwell Air Depot, Calif.

Major Ira A. Rader, upon completion course of instruction at Command and General Staff School, Ft. Leavenworth, to Infantry School, Fort Benning, Ga., for duty as instructor.

Major John H. Jouett from Office Chief of Air Corps, Washington, to Fort Crockett, Texas, effective about August 17th.

1st Lieut. Earl S. Hoag from Mitchel Field to Philippines, sailing about May 16th.

1st Lieut. Lewis R.P. Reese, Wright Field, to Philippines, sailing May 16th.

1st Lieut. Thomas M. Chapman, San Antonio Air Depot, to Philippines, sailing from San Francisco about June 8th.

Major Alfred H. Hobley, Procurement Planning Representative, Air Corps, Dayton District, to Washington, D.C. for duty in Office of Assistant Secretary of War, reporting about August 1st.

2nd Lieuts. John W. Bowman, Mitchel Field, and Wm. L. Scott, Jr., Bolling Field, to Dayton, Ohio, not later than June 30th for duty as students at Air Corps Engineering School.

1st Lieut. John M. McDonnell, Office Chief of Air Corps, to Kelly Field, Texas, effective August 23th, and to take special observer's course commencing Nov. 1st.

1st Lieut. Alfred W. Marriner, Crissy Field, to Fort Sam Houston, Texas, effective August 1st.

1st Lieut. Courtland M. Brown, Brooks Field, to Scott Field, Ill.

Orders Revoked:

Assignment of Major Archie W. Barry, Scott Field, to Presidio of San Francisco, as Air Corps Procurement Planning Representative.

Transfer of 2nd Lieuts. Wallace E. Whitson and Walter C. White of March Field to duty in Hawaiian Department.

Assignment of Lieut. Carlton F. Bond to Langley Field upon completion foreign duty. Assigned to Crissy Field.

Relieved from detail in Air Corps:

Captain Samuel N. Karrick, Corps of Engineers, to Hqrs. 3rd Corps Area, Baltimore, Md.

2nd Lieuts. Harry M. Grizzard and Fred L. Thorpe to Infantry, 2nd Division, Fort Sam Houston, Texas.

Detailed to Air Corps and to Brooks Field July 1st for training:

1st Lieut. Elden Q. Faust, Quartermaster Corps.

Transfers:

2nd Lieut. Demas t. Crow, Infantry, to Air Corps, March 21, 1923.

Resignations:

2nd Lieuts. James Henry Collins and Wallace Stribling Dawson.

To active duty until June 30, 1923:

1st Lieut. James C. Keogh, Reserve, Kenilworth, Ill., to Chanute Field, Ill.

Reserve Officers relieved from active duty:

1st Lieut. Wm. K. Andrews, Langley Field, Va.

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AIR CORPS OFFICERS ASSIGNED TO TACTICAL SCHOOL

The following-named Air Corps officers recently received orders relieving them from duty at stations specified and directing them to proceed to Langley Field, Va., reporting not later than August 25th next to the Commandant of the Air Corps Tactical School for duty as students:

Major Frank D. Lackland, Fort Crockett, Texas.

Major Thomas G. Lanphier, Selfridge Field, Mich.

Major Norman W. Peek, District Procurement Office, Akron, Ohio.

Major Augustine W. Robins, Fairfield Air Depot.

Major Jacob H. Rudolph, Wright Field, Dayton, Ohio.

Captain Earl H. DeFord, Middletown Air Depot, Pa.

Captain Vincent B. Dixon, Selfridge Field, Mich.

Captain Oliver S. Person, Wright Field, Dayton, Ohio.

Captain Carl W. Connell, Langley Field, Va.

Captain Roger S. McCullough, Langley Field, Va.

1st Lieut. Kenneth N. Walker, Langley Field, Va.

Captain Ross F. Cole, Infantry School, Fort Benning, Ga.

Captain Douglas Johnston, Coast Artillery School, Fort Monroe, Va.

Notes from Air Corps Fields

March Field, Calif., March 29th.

The PT-1's on the field are gradually being replaced by the PT-3's.

A dinner dance was held at the Parkridge Country Club on March 26th in honor of the following officers who are departing for foreign service: Major Carlyle H. Wash, Lieuts. Alfred Lindeberg, George L. Murray and Arthur L. McCullough, whose resignation from the service has been accepted.

Major F.L. Martin visited the field for a few days on temporary duty in connection with the Visual Inspection System. Major Martin's many friends at the field were delighted to see him again during his brief stay.

Lieuts. C.H. Dowman and I.J. Williams are the most recent arrivals to be stationed at March Field. The former was assigned to the Department of Ground Instruction as instructor in Radio, while the latter was assigned to the Flying Department.

Captain Orlo H. Quinn is recovering very nicely from his recent crash in disputing a right of way with the Riverside street car.

Bolling Field, D.C., March 30th.

In comparison with Col. Lindbergh's feat of taking up some 1100 passengers for sight-seeing trips over Washington, the regular routine of this post seems tame, but some facts and figures may be of interest to our readers.

The Parachute Department, following its "Safety First" slogan, has packed 150 and drop-tested 20 'chutes in the past month.

The Radio Department during March sent out 2209 messages, comprising 337,000 words, and received 1795 messages totaling some 228,000 words.

The Photo Section has been busy with several projects one of which has taken Lieut. Julian S. Dexter and Master Sgt. Andrew E. Matos to Florida. Equipped with a Loening Amphibian and a T-2, four-lens camera they are mapping both the East and West coasts. They are accompanied by Pvt. Irving S. Kallmyer, 18th Hqrs. Squadron, as mechanic.

In the early part of the month a complete aerial survey of Mt. Gretna, Pa., was made, and recently two or three members of the Section have been receiving instruction in aerial oblique work from Lieut. Robert L. Brookings, the Photo

Officer.

Flying has been intermittent during the month, due to bad weather. However, a number of cross-country flights were made during the fine spells. A total of 603 flights were made from the field, the planes being in the air 399 hours.

Having almost recovered from the series of disastrous fires here, routine work is nearly back to normal, but as this goes to press all is astir once more due to the fact that both squadrons on duty here are being declared inactive on March 31st. The combined units will appear again on April 1st as the Air Corps Detachment, Bolling Field, under which heading this Correspondent will endeavor to list all the most interesting future events.

Crissy Field, San Francisco, Calif.

The 15th Photo Section recently made a mosaic map of the vicinity of the spillway at Crystal Springs Lake for the purpose of later cooperation with the 63rd Coast Artillery (A.A.)

On February 21st the following-named officers, acting as indicated, carried on a cooperative mission with the 63rd Coast Artillery (A.A.):

Lieut. Harold F. Brown, Pilot, and Lieut. A.W. Marriner, Observer - Observation Aviation. Lieut. Willis R. Taylor, Pilot, and Master Sgt. William L. Klutz, Photographer, Photographic Aviation. Lieut. Frank H. Barber, Pilot, as Attack Aviation, and Lieut. Leo C. Allen, Pilot, as Bombardment Aviation.

The mission was to find the artillery protecting the Spillway of Crystal Springs Dam - defeat same and bomb the dam. The cooperation was highly successful from the viewpoint of both the artillery and the Air Service.

On February 23rd preliminary tow-target gunnery was begun for pilots.

Lieut. Willis R. Taylor and Mr. McKee, of the California Development Association, flew to Hanford, Calif., recently, for the purpose of aiding in the establishment of an airport at that place.

Lieut. W. R. Taylor and a representative of the Airport Commission of the California Development Association flew to Redding, Calif., for the purpose of establishing an airport at that place.

The personnel at the field are actively engaged in making preparations for the Army Relief and Army Welfare Tournament to be held at Crissy Field May 18th and 19th.

Marshall Field, Kansas, March 30th.

Cross-country flights and chauffeuring Cavalry officers in the Aerial Experience Course has comprised the larger part of training for the past three weeks.

Comparative service test of the two O-2H's at this station have shown them admirably adapted for the purposes for which built, and all pilots are enthusiastic over their performances.

Lieut. C.C. Coggin departed from this station March 18th in a Douglas Transport enroute for Selfridge Field in order to carry food and supplies to isolated districts in Northern Michigan.

In the absence of the Transport, construction on the floor of the hangar has progressed rapidly to a point where the Transport can be put in the hangar without removing the wheels. It was necessary to dig a pit two feet lower than the original floor and 12 feet wide.

1st Lieut. George H. Brown, who was recently transferred to this station from the Hawaiian Islands, took off for parts unknown for two months' leave.

2nd Lieut. J.L. Daniels returned to the Fitzsimmons Hospital, Denver, at the expiration of his 30-day sick leave. Jimmie recovered from serious injuries sustained from a crack up beyond the expectations of his doctors. He expects to be with us for duty within a short time.

2nd Lieut. J.H. Atkinson left March 28th in a Douglas O-2 for Chamute Field, ferrying Private Capp there for the purpose of taking the course of instruction in Radio. Pvt. Bastian, who just finished the Radio course, accompanied Lieut. Atkinson on his return trip to this station.

Capt. W.B. Gates and Lieut. H.E. Rice departed March 28th for Post Field, Fort Sill, Okla.

Lieut. Jasper Neville, 12th Obs. Sqdn., San Antonio, Texas, landed here for a few minutes March 25th for servicing and visiting with old friends. He was enroute to Fort Sill where he is detailed for work with

the Artillery.

Popo Field, Fort Bragg, N.C., April 3.

Secretary Davison and General Fochet arrived at this field March 4th after a stormy trip from Washington. The two Amphibians, piloted by Captain Eaker and Lieut. Fairchild, were two hours late in their arrival on account of extremely poor and dangerous flying conditions. A steady drizzle, accompanied by poor visibility, forced the ships down to the tree tops for a great part of the trip. The visitors departed the following day for Montgomery, Ala.

Lieut. J.S. Dexter, on route from Bolling Field to Florida, arrived in an Amphibian on March 15th. His work for the next two months will be that of mapping the Florida Coast in cooperation with the Coast and Geodetic Survey.

Lieut. Russell Scott took Corp. D. M. Derrick to Fairfield on March 3rd. The latter is to take the Engine Mechanics course at Chamute Field. Pvt. Paul Dees also departed for Chamute to take the course in photography. Pvt. Brown, a recent graduate of the Airplane Mechanics course at Chamute, arrived for duty with the organization after a trip by air via Langley Field. Sgt. Griffis, formerly crew chief and provider for the needs of our O2-C, relinquished his responsibilities of same and turned the job over to Staff Sgt. W.M. Ramsey. The ceremony was conducted with no loss of tears on the part of Sgt. Griffis and with no words of gratitude on the part of Sgt. Ramsey, for the "C" is, indeed, a responsibility. Sgt. Griffis sails May 16th for duty in the Philippines. With him go the sincere good wishes of the entire organization. Pvt. K. Cunningham, erstwhile parachute rigger, has decided to seek fame and fortune in commercial aviation and so was discharged by purchase March 18th. Our good wishes go with him in his new duties.

Corp. Amon Miller has taken over the duties of Pvt. Cunningham. We vouch for his ability to handle them as efficiently as he has those of the transportation department.

Lieut. Russell Scott, in addition to his duties of Transportation Officer, now has those of Parachute Officer.

Sgt. F. Heinye received his orders to return to Langley Field. He has been on detached service with the Photo Section here for the past five months.

Lieuts. H.W. Holden and M.M. Murphy flew to Sumter, S.C., on March 19th to

inspect proposed sites for an airport at that city. While there Lt. Holden addressed the weekly meeting of the Rotary Club.

Lieut. Ward F. Robinson was scheduled to give a demonstration of aerial gunnery and bombing on March 30th for the benefit of the North Carolina Sunday School Teachers Assn. About 200 guests are expected to witness the demonstration.

Work on the addition to the flying field has at last taken on a serious aspect with the contractor and with 15 or 20 men at work we shall soon have a field large enough for almost any maneuvers and for landing in any direction. A total of about 50 acres will be added to the available landing area.

The Air Corps Bowling Team is making a strong bid for the silver cup offered by the Post E & R Officer. The team now stands in third place in the league and, with six games to be played, has an excellent chance of bringing the cup to the Air Corps. The team is composed of Staff Sgt. Boward (Capt.), Pvt. Sorhwidio, Brown, McGee, Partain and Moser. Inasmuch as this is the first time the Air Corps entered a team in the post league, and most members of the team had little or no opportunity to bowl prior to the season's activities, the results are worthy of praise from the entire detachment. With this season's experience the team should and undoubtedly will be among the leaders next year. Lieut. Robinson, Recreation Officer, is in supervision of the activities.

Maxwell Field, Montgomery, Ala. April 6.
22nd Observation Squadron

Cross-country flights for the month of March included trips to Shreveport, La.; Tallahassee, Fla.; Albany, Ga.; Fairfield, Ohio; Tallulah, La.; Mobile, Ala.; Savannah, Ga.; Chattanooga, Tenn.; Atlanta, Ga.; and Fort Benning, Ga.

Capt. Frank O'D. Hunter recently visited our Post, and with the C.O. attended the conference at Fort Benning on Spring Air Corps Maneuvers.

The officers here, after an intensive course of instruction on the new Manual of Courts-Martial, took an examination on same March 30th.

On March 14th we were visited by the unique advertising plane of "Old, Gold Cigarette". This "Voice from the Sky" broadcasted a splendid musical program over the city of Montgomery.

The Hon. F. Trubee Davison and Gen. James E. Fechet stopped over night April 1st, enroute to Washington from Panama. They were entertained at dinner at the Country Club by the officers of the post and prominent Montgomery business men, and afterwards at a reception in the Commanding Officer's quarters.

Fourth Photo Section

The mosaic of the proposed site of the Attack Wing at Shreveport, prepared by this Section, was completed and delivered to the Investigating Board early in March.

Two more graduates have reported from the Photo School at Chamute Field.

Major Frank Borden, M.D., was ordered to report for duty in Panama.

Lieut. Russell C. McDonald reported for duty March 29th.

Philippine Air Depot, Camp Nichols, Rizal, P.I., March 5th:

Lieut. Wm. J. Hanlon reported for duty at the Depot and was granted ten days' detached service at Camp John Hay, Baguio. Upon his return he will assume the duties of Depot Station Supply Officer, vice Lieut. Austin W. Martenstein, who returns to the United States on the April Transport.

Lieut. C.E. Thomas, Jr., took advantage of an invitation for himself and family to proceed on a six weeks' trip on the U.S. Navy **BOLD STAR**, visiting Hongkong, Amoy, Shanghai, Peking and Nagasaki.

Rockwell Air Depot, Coronado, Calif., April 6th.

Major F.L. Martin of the Office of the Chief of Air Corps arrived March 16th via March Field on a tour of inspection of the "Visual Inspection System", and left March 18th. Major Martin was well pleased with the records of this depot, highly complimenting the Operations Department on its good work in this connection.

The Depot was honored with a visit from Major S.W. FitzGerald, Commanding Officer of the Primary Flying School, Brooks Field, who arrived March 13th. After spending two days with us he left for Brooks Field on the 15th. It is always a pleasure to have Major FitzGerald drop in upon us, as it always brings pleasant recollections of the time when he was in command here.

Captain A.I. Eagle and Lieut, G.A. Jones flew down from Grissy Field on April 2nd. Their mission was to assimilate a situation involving a Coast Artillery, Infantry and Air Corps problem at Fort Rosecrans, Calif.

1st Lieut. Charles Douglas arrived March 26th and departed on the 28th for Fort Sam Houston, Texas. It is understood he made a record-breaking trip between this depot and Fort Sam Houston, the flying time having been ten hours.

Lieut. B.R. Dallas made a cross-country trip to Grissy Field on March 16th in the interest of reserve flying, and returned the next day.

Within the last few days a number of airplanes have been received from March Field for overhaul. Eight PT-1's were received March 28th; six PT-1's on the 30th and four PT-1's on April 5th. Also, 9 DH planes were received for overhaul from March Field during March. One carload of PT-1 airplanes were shipped to the Middletown Air Depot, Middletown, Pa., March 26th. Another carload of PT-1 airplanes is to be shipped to the Fairfield Air Depot.

The Army Transport KENOWIS arrived at San Diego April 3d with a shipment of miscellaneous supplies for this Depot. In turn, this Depot shipped two training planes, type PW-9-C, and one Douglas Transport, type C-1-C, together with a large amount of miscellaneous supplies, to France Field on this Transport.

Wright Field, Dayton, O., April 7th.

Mayor Wm. Harrison, of Louisville, Ky., and a party of officials and business men of that city were visitors at Wright Field on March 24th for the purpose of inspecting equipment and gaining certain information in connection with the establishment of a municipal airport for their city.

Captain Phillips, Air Corps representative on duty with the Militia Bureau, visited the Materiel Division on March 7th for a conference concerning supplies for the National Guard units.

Lieut.-Col. Harry Graham gave an address on "Transportation" before a joint meeting of various clubs of Hamilton, Ohio, March 7th. The meeting was held under the auspices of the Hamilton Chamber of Commerce. Mr. Wm. Stout, of the Ford Motor Co., was also a principal speaker on this occasion.

Lieuts. Albert F. Hogenberger and

Howard Z. Bogert were granted pilot licenses by the Airways Division of the Dept. of Commerce. Tests for these licenses were taken last December.

At a recent meeting of the Air Club of Columbus, O., addresses were made by Lieut. Clarence Crumrine, the principal speaker of the evening, Capt. Morris Berman and Mr. T.C. McMahon, Chief of the Technical Data Branch.

Major Clinton W. Howard was welcomed back by old Wright Field friends after an absence of almost three years of foreign service during which time he was stationed in the Philippines. As is quite customary, he completed the circle of the globe by returning to the United States via China, Japan and Europe. Major Howard left the organization at McCook Field, but feels very much at home as Chief of the Airplane Branch at Wright Field.

Col. C.L. Dasher, Assistant to Gen. H.N. Lord, Director of the Budget, was a recent visitor at Wright Field.

Mr. M.C. Meigs, publisher, and Mr. T.V. Rauck, Editor of the Chicago HERALD AND EXAMINER, and a party of aviation enthusiasts, recently flew from Chicago to Wright Field to make a visit to the field. They also visited Mr. Orville Wright at Dayton.

General Gillmore, piloted by Lt. C.E. Crumrine, flew on March 22nd to Akron, O., for the purpose of addressing a group of business men under the auspices of the Akron Board of Trade, his subject being "Aviation Development." On March 21st he made a similar address in Indianapolis.

Lieut. Dichman visited the plant of the Keystone Company at Bristol, Pa., for the purpose of a consultation concerning corrections to be carried out on the XLE-6 Bombardment plane. Mr. Porter, Chief Engineer of the Keystone Co., accompanied Lt. Dichman upon his return to the Materiel Division for further conferences with the Division concerning these modifications.

Mr. J.A. Roche, for many years an expert upon airplane design, spoke before a meeting of the Dayton Flying Club held at the Engineers Club, Dayton, Ohio, his subject being "flying and gliding". Mr. Roche is a member of the Airplane Branch of the Materiel Div.

A Mardi Gras celebration for the benefit of the American Legion Post and for the purpose of getting money for equipment for a new gymnasium at the Fairfield Air Depot was held on March 23rd and 24th at the Fairfield

gymnasium and proved quite successful. Contributing not a little to this success were the flights during the week performed by Lieut. Leroy M. Wolfe and Mr. Ford Studebaker who, flying over Dayton and vicinity at night with the radio plane, broadcasted a program in advertisement of the event. The wave length employed was 580 kilocycles or 517 meters.

Hqrs. Philippine Dept., March 17th.

DEPARTMENT AIR OFFICE: Major W.G. Kilner, Acting Air Officer, and Mrs. Kilner, are enjoying a three weeks' trip on the Insular lighthouse tender "Bustamente", which is making its semi-annual trip to all lighthouses in the Southern Islands. During the absence of Major Kilner, Capt. D.B. Howard is Acting Air Officer.

CAMP NICHOLS, RIZAL, P.I. Flight B, 2nd Observation Squadron:

Aerial machine gun practice was in progress throughout the month. To date Lieut. H. R. Wells has the honors. Each participant has a trick sight of his own manufacture, some of which are good and some not so good, judging from the score cards.

The organization lost three members on what is "reported" to be the last trip of the THOMAS, namely, Lieuts. Jimmie Mollison, J.A. Kase and Private Wimberly.

Lieut. Schwaiger, late of this organization, paid us a visit upon his graduation from the Philippine Constabulary Military Academy. His new assignment is Lanao, Mindanao.

The flying equipment of this organization is fast disappearing - most of it going the survey route, due to old age. We have hopes of getting some new equipment within reasonable time - just hopes.

Headquarters 4th Composite Group:

The transport has come and gone, the cry of short-timer is no more, peace reigns. While the old-timers went shouting joyously homeward, the new men slipped easily into their places. Staff Sgt. John O. Rogers, formerly of the 2nd Div. Air Corps, Fort Sam Houston, Texas, who replaced Staff Sgt. Wm. H. Blackden, was installed as Post Exchange Steward. Sgt. Paul J. Fitzpatrick is a welcome addition to the radio station.

Our Personnel Sgt. Major, Staff Sgt. Albert G. Hewitt, returned from the

Sternberg Hospital, which is a relief to the information seeker, the Acting 1st Sergeant of the Hqrs. Detachment.

Pvts. Ames, Emerson, McDonough, Pool and Roggins returned from duty in connection with maneuvers.

The morning report and returns clerk is now addressed, when you can get his attention at all, as Corporal Ligon. Basil James, our star radio and telegraph operator, is now Private 1st class. Pvt. Bain, Court Clerk, and Pvt. Risdon, the landscape architect of the flying field, are both 6th Class Specialists.

Robert L. James, our culinary artist, succumbed to the lure of the tropics and extended for discharge and reenlistment.

66th Service Squadron: 1st Lieut. Donald L. Bruner, Squadron Adjutant, returned on the 6th from detached service at Baguio, Mountain Province, P.I.

1st Sgt. George Mendel, formerly of the 96th Bombing Squadron, now assigned to this organization, is due to sail from New York City on or about May 16th. Staff Sgt. J.J. Dooney and Sgt. J.C. Elder arrived in this Department on the February Transport as replacements for Staff Sgt. James W. Wyatt and Sgt. George Miekley. Staff Sgt. F.H. Cox, having made a mutual transfer with Staff Sgt. L.S. McDonald, reported to the C.O. of the 2nd Obs. Squadron for duty on Feb. 1st. Private S.A. Keene, who has been sick in Sternberg General Hospital, was sent to the States on February transport to enter Letterman General Hospital.

Seven new men who arrived in this Department from the United States on the February transport, and one new man who reenlisted in this department on Feb. 14th, were assigned to this organization.

28th Bombardment Squadron: On February 6th the 28th Bombardment Sqdn. moved by truck and air to Clark Field for training in gunnery, night flying and Air Force field exercises, and for test of suitability to its tactical needs of individual equipment authorized for its enlisted men. The Ground Squadron, under command of Lt. McCormick, cleared Camp Nichols at 7:00 a.m., served dinner enroute and arrived at Clark Field at 3:00 p.m.

Squadron bivouacked on night of 6th, established camp on 7th with tents and cots supplied by Quartermaster, Camp Stotsenburg, and maintained the bathing facilities of the 3rd Pursuit

Squadron which were used by officers and enlisted men.

Firing at tow targets was very successful, as 8 of the 11 officers who fired course obtained more than 50 hits out of a possible 97. Lieut. Bond topped the list with 81 hits, closely followed by Lieut. McCormick with 80.

The Squadron appreciates the many courtesies extended during this period by the 3rd Pursuit Squadron and the interest in our activities displayed by Brig.-General L.H. Holbrook, Commanding Camp Stotsenburg.

On February 14th the annual tactical inspection of the 3rd Pursuit and this Squadron was held. This inspection included a field exercise conducted by the two squadrons, which was witnessed from a D.H. by Major-General Sladen and by Brig.-General Holbrook from an NBS-1, which, as one of our formation, participated in the exercise.

The return to Camp Nichols on Feb. 20th was without incident.

The Squadron obtained a new 1st Sergeant and a buck sergeant for the Armament Department, as replacement for Sgt. Pruitt, who was assigned to Brooks Field. We wish them both the best of luck during their stay with the Sqdn.

6th Photo Section: The 6th Photo Section cooperated with the 28th Bombardment Squadron and the 3rd Pursuit Squadron during the 4th Composite Group maneuvers at Clark Field, Camp Stotsenburg, Feb. 16th to 21st.

Aerial photographs were made of the bombing and machine gun firing on floating targets at Lingayen Bay and in the vicinity of Corregidor. A number of these photographs were finished and delivered to the 4th Composite Group Commander shortly after the planes returned to Clark Field. These photographs were hurriedly made, working under field conditions with chemicals and equipment, which were transported by photographic airplane from the base laboratory at Camp Nichols.

The Section has been assisting the news reel photographers in making Army Air Corps pictures in the Philippine Islands. An interesting night motion picture reel was made at Clark Field, showing a tribe of Negritos entertaining the members of the 28th Bombardment Squadron and 3rd Pursuit Squadron with their native dances. Preparations are being made to take aerial motion pictures of the 4th Composite Group airplanes escorting the Dollar Liner McKINLEY to Manila, with the new

Governor-General aboard.

Staff Sgt. Marley of Langley Field arrived on the February THOMAS and was assigned as non-com. in charge of the film developing department.

Clark Field, Camp Stotsenburg, P.I.

The Baguio season for Clark Field has opened. Major Walton and Lieut. Schulgen left on the 27th for a month's detached service at the mountain resort, and the rest of us are trying to decide when we want to go. Lieut. Williams is in command during the absence of Major Walton.

Several problems were held with the 28th Bombardment Squadron while they were operating from Clark Field. Among them was a bombing and machine gun attack on a floating target in Lingayen Bay with disastrous results for the target and a like attack on stationary targets in the north channel, opposite Corregidor, in which the machine gun target was sunk and the bombing results were very satisfactory. Several other problems such as pursuit attacks on bombardment planes, etc., were also held.

Record aerial machine gun firing was completed with very satisfactory results. We were delayed somewhat due to the 28th Bomb. Squadron operating from this airfield for a couple of weeks and having several tactical operations with them, but when we finally got started we went along with a bang, all pilots qualifying as experts. Lt. P.W. Wolf made the high score with a total of 1075.

Governor-General Stimson arrived on the PRESIDENT MCKINLEY and was greeted bright and early by the whole Group. The 3rd Pursuit Squadron rendezvoused with the rest of the Group over Cavite at 6:20 a.m. and from there proceeded out to the boat which was in sight opposite Corregidor and escorted the new Governor-General about half way to Manila, where we left him to the mercy of numerous small craft which had come out to greet him.

Lieut. Bobzien, scheduled to sail for the United States on the April boat, had his orders changed to the July transport and his orders for station changed from Scott Field to Crissy Field. With Bob staying over another boat, the first trip of the GRANT will carry only four instead of five of our ten officers, as originally scheduled, back to assignment in the States.

Kindley Field, Fort Mills, P.I.

The last trip of the Transport THOMAS enroute to the States started on Feb. 15th. Lt. James A. Mollison was aboard and, needless to say, received the proper sort of farewell. The following day Capt. Adler departed via commercial liner, bound, after many stops in various lands, for duty in the Chief's Office. The "good-byes" of the previous day were duplicated. The Squadron is impatiently waiting the arrival of the GRANT next month, when we expect one more officer for duty at Kindley Field. Great is the speculation as to who the lucky man will be.

Lieut. Jimmie Hodges, as Operations and Communications Officer, has for the past month been busier than the proverbial cat - or is it paperhanger - keeping ships in the air with radio functioning for the Coast Artillery target season and the Army-Navy maneuvers. During the season all commissioned personnel, Meloy, Patrick, Hodges, Holland and Watkins, grew hoarse from calling rights, lefts, overs and shorts into the microphone, and are now able to discourse learnedly of "G.P.F.'s" - "Range Rakes", "Earmomies" and "Variometers", instead of referring to guns and gadgets. We're proud of the success of our communications and of demonstrating the fact that airplane sensings can come in materially faster than those from terrestrial observers.

Our part of the Army-Navy maneuvers consisted of keeping the Commanding General, Blue Forces, informed of the location of the Black Fleet and of the approach of hostile aircraft. To augment our amphibian forces, three of the Naval VTAB's were attached to the Squadron for one day and conducted reconnaissance with us.

We offer thanks to Kelly, Selfridge and Langley for Sgts. Duprey, Lee and Gray, as their opportune arrival has put us on the map in Corregidor baseball. The Coast Artillery has begun to sit up and worry. Under the captaining of 1st Sgt. Van Houten (more thanks to Kelly Field) and the coaching and support of our C.O., Lieut. Meloy, we are now rated as a possible choice to meet the Japanese team now on the way to the Islands for a series of games.

We've also entered into the fight game with a bang, with the result that Corporal "Wild Bill" Bailey worked up to the opportunity of meeting "Tiny DeBolt", the "Pride of the Asiatic Fleet" in a six round bout for the Army Navy championship of the far east.

DeBolt got the decision, but it wasn't a popular one, and we're hoping that Bailey may have another chance to show that he's a better man in the ring.

The usual week-end parties were held during February and so far in March - the Meloy's, Patrick's, Hodges, Watkins, Hollands and Capt. White all entertained guests from Topside and Manila.

Boston Airport, Mass., April 10th.

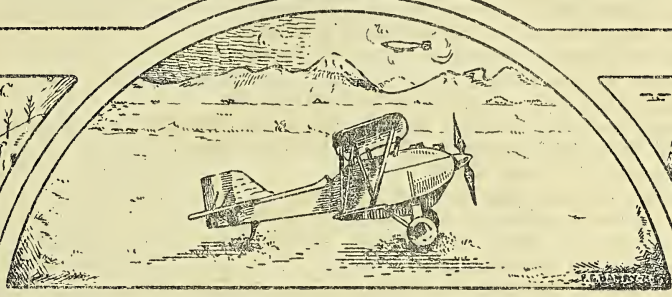
Capt. Chris Ford, who has been Acting Air Officer since Major Longanecker was relieved, is on leave at present. At first he intimated that he was going to France, but last report has it that he is spending his vacation in the North Woods. Well, that will be safer, Captain, as the battles of the Boulevards should be done by non-flyers. During Capt. Ford's absence, our Commanding Officer, Lieut. Duke, is Acting Air Officer; in fact, he is about everything pertaining to aviation in this Corps Area. He is on the Mayor's Aviation Board, and several other Boards, so he is a busy officer.

This station rendered for March the first reports under the new system. It is not as easy as the old system, especially as we have had no instructions at all in regard to this system.

Our Acting 1st Sgt. Anderson is sporting a new (2nd hand) car. We are wondering what is in Andy's mind. It can't be girls, as he is too old for that. Pvt. 1st Class Campbell, who is Acting Supply Sergeant, was rated Specialist 5th Class April 5th, orders being sent here from 1st Squadron. Pvt. Specialist 2nd Class Dionne was slated for discharge Friday the 13th. Henri says there is no percentage in leaving the service on such a day, so just fix me up for another hitch.

The President of the Boston Americans (Red Sox) presented the Army personnel at the Airport with ten free passes for the opening game in Boston, and the C.O. stated that all excepting a guard could go, in consequence of which there were ten strong Red Sox rooters doing their stuff.

About forty students from the Mass. Institute of Technology are being given hops of about 15 minutes each. These young men are taking a course in aeronautics under 1st Lieut. Samuel Frierson, who is at Tech. as an instructor in Aeronautics. The planes are mostly flown by Reserve pilots.



Air Corps

News

Letter



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OFFICE CHIEF OF AIR CORPS
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Information Division
Air Corps

May 12, 1928.

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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HOUSE PASSES AIR CORPS PROMOTION BILL.

Without a record vote, the House of Representatives, on May 7th, passed the Air Corps Promotion Bill (H.R. 12814) introduced by Representative Allen J. Furlow, of Minnesota.

Representative W. Frank James, of Michigan, moved to suspend the rules and pass the bill. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of War shall cause to be prepared an Air Corps promotion list on which shall be placed the names of all officers of the Air Corps of the Regular Army below the grade of colonel. The names on this list shall be arranged in the same relative order that they now have on the Army promotion list and shall be removed from the Army promotion list, and no officer whose name appears on the original Air Corps promotion list shall be considered as having less commissioned service than any officer whose name is below his on this list. All officers commissioned in the Air Corps after the formation of the original Air Corps promotion list shall be placed thereon in accord with length of commissioned service. Any officer whose position on the Air Corps promotion list is changed by sentence of a general court-martial or by law shall be deemed to have the same commissioned service as the officer next below whom he may be placed by such change.

Sec. 2. Except as herein provided, Air Corps flying officers shall be promoted to the grade of first lieutenant when credited with three years' commissioned service; to the grade of captain when credited with seven years' commissioned service; to the grade of major when credited with 12 years' commissioned service; to the grade of lieutenant colonel when credited with 20 years' commissioned service; to the grade of colonel when credited with 26 years' commissioned service. All flying officers of the Air Corps below the grade of colonel shall be promoted in the order of their standing on the Air Corps promotion list: Provided, That the number of Air Corps officers in the grade of colonel shall not be less than 4 per cent nor more than 6 per cent and the number in the grade of lieutenant colonel shall not be less than 5 per cent nor more than 7 per cent of the total number of officers on the Air Corps promotion list, and the aggregate number of Air Corps officers in the grades of colonel, lieutenant colonel, and major shall not be less than 26 per cent nor more than 40 per cent of the total number of officers on the Air Corps promotion list, and in so far as necessary to maintain said minimum percentage, Air Corps flying officers of less than the required years of commissioned service shall be promoted to the grades of colonel, lieutenant colonel and major, and only in so far as their promotion will not cause said maximum percentages to be exceeded shall officers who have completed the prescribed years of commissioned service be promoted to the grades of colonel, lieutenant colonel and major. Non-flying officers of the Air Corps shall be promoted as provided for other branches of the Army.

Sec. 3. When an officer of the Air Corps has served 30 years, either as an officer or soldier, he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list: Provided, That, except in time of war, in computing the length of service for retirement credit shall be given for one and one-half the time heretofore or hereafter actually detailed to duty involving flying and credit shall also be given for all other time now counted toward retirement in the Army: Provided further, That the number of such voluntary retirements annually shall not exceed 6 per cent of the authorized strength of the Air Corps. When a flying officer of the Air Corps reaches the age of 54 years he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Officers of the Air Corps who become physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

Sec. 4. An officer of the Air Corps, may, upon his own request, be transferred to another branch of the service, and when so transferred shall take rank and grade therein in accordance with his length of commissioned service as computed under existing laws governing the branch to which transferred.

Sec. 5. All laws or parts of laws in so far as they may be inconsistent herewith or in conflict with the provisions of this act are repealed.

No second was demanded, and the question was taken. Two-thirds having voted in favor thereof, the rules were suspended and the bill was passed.

Mr. Furlow, who received permission to extend his remarks in the Record, made the following statement:

"Mr. Speaker, the problem of adequately caring for Air Corps officers now on the promotion list has been studied by many boards and committees of Congress and we now have before us H.R. 12814, which, in my opinion, will go a long way toward correcting the injustices which admittedly exist.

"Military organization demands that its officers have the appropriate rank for their commands and responsibilities. The Army Air Corps is no exception to this principle.

"Ever since the formation of the single promotion list of the Army, which includes the officers of the Air Corps with those of other branches, it has become more and more apparent that additional legislation was needed to correct a situation in the Air Corps which has been growing worse rather than better under the principles governing that list.

"Prejudiced at the very beginning by their position in the lower files of the promotion list due to the greater period of training required and also greatly affected by the exceedingly high casualty rate as compared with other branches, the Air Corps officers have presented a problem that has been repeatedly investigated. As early as the spring of 1922 a War Department board of officers headed by Maj. Gen. David Shanks reported:

The board is of the opinion that this situation will affect adversely the efficiency of the Air Service..

"And it is particularly significant that this board also stated:

The Air Service is the only branch or arm of the service which is adversely affected by the promotion situation.

"Another War Department board nearly two years later reported:

The prejudice to the Air Service incident to having some of its officers on the promotion list well below their contemporaries in other branches should be remedied.

"Other investigations have continued to disclose this unfortunate situation existing in the Air Corps and to bring to light the fact that year after year the relative rank of this corps with respect to the other branches has become lower and lower. It is the exception rather than the rule that officers of the Air Corps hold the appropriate rank for their commands and responsibilities.

"The report - 1277 - submitted by the gentleman from New York (Mr. Wainwright) on the bill H.R. 12814, which has been unanimously passed by the House, sets forth the situation outlined above and enunciates what this bill will accomplish. In addition, it might be stated that over two-thirds of the officers commissioned in the Air Corps to-day are in what is commonly known as the World War hump, and these officers are almost entirely in the lower files of that hump. Their prospects for promotion under any system which would keep them on the single promotion list of the Army are always jeopardized by the fact that thousands of other officers in this World War hump must be promoted before reaching them. And yet the principal cause of their position is, as above stated, simply that they were required to undergo a greater period of training for their specialized work than officers of other branches.

"The two officers who made that world-famed flight from San Francisco to the Hawaiian Islands, Lieutenants Hegenberger and Maitland- and these officers are typical of that great group of over 600 in the Air Corps who are thus affected - told our committee that their prospects, under the present system, of promotion to the grade of major indicate this would not occur until 1948, after 31 years of service and when both of these officers were 50 or more years of age. Yet both of them have already held the responsibilities of field officers for several years.

"Lieut. Eric Nelson, who represents a smaller group of Air Corps officers, nevertheless, is an example of the situation which H.R. 12814 will tend to correct. Lieutenant Nelson, it will be remembered, was a member of the flight

which encircled the world in 1924. He participated in the flight of Army planes which went to Alaska and back and was also on the flight from the United States to Porto Rico and return. For his accomplishments Congress saw fit to pass a special bill advancing him 500 files on the promotion list. Still this officer is a first lieutenant, and his prospects, under the present system, of becoming a major are little better than those of Lieutenants Hegenberger and Maitland, above cited. He would be nearly 60 years of age at that time. Lieut. H.A. Dinger, who appeared before the Military Affairs Committee, is nearly 42 years of age, and is likewise adversely affected. There are several lieutenants in the Air Corps older than Lieutenant Dinger.

"Military flying will no doubt always be hazardous, as the factors which contribute to the safety of commercial flying must in war planes give way to speed, greater fire power, larger bomb loads, and other desirable military characteristics. Combat will require decidedly different maneuvers from commercial flying. During the past five years, even with the introduction of the parachute and the increased efficiency of aircraft, the Army Air Corps, with less than a thousand officers, has borne the burden of nearly 40 per cent of all the casualties on the active list of approximately 12,000 officers in the Army. The accident death rate is nearly nine times as great as that in other branches.

Colonel Lindbergh brought out the point that "if a flying officer meets his death the vacancy should be filled by an Air Corps officer of equal experience." This principle is eminently sound and is the very basis upon which this Air Corps promotion list is built.

"H.R. 12814 provides a reasonable rate of promotion. It contemplates the advancement of air officers so as to keep in step with the responsibilities placed upon him. It provides an inducement to candidates to enter the Air Corps, where now there is a tremendous stagnation in the promotion situation, and always that great hump of thousands of officers of other branches above them.

"This bill recognizes the principle enunciated in the very first sentence of my remarks, that military organization must have its proper ranks. It recognizes the greater casualty rate, and assures to the average officer advancement to a field grade during his active flying career.

"Annually 2.4 per cent of the commissioned personnel of the Air Corps lose their lives in air accidents. It is obvious that in about 20 years' flying an Air Corps officer has even chances of keeping off that casualty list. During that period he has given the best years of his life to the service of the Government in a profession which is recognized as many times more hazardous than any other Army Activity. It is but a meager reward and recognition for this service to permit him to retire after this period of service should he care to do so.

"There is also a provision in this bill that officers who become physically unfit or reach the age of 54 years may be retired. Laws have already been enacted which contemplate keeping the Air Corps at a high state of flying efficiency. This can only be accomplished by enacting retirement provisions for those who have lost their usefulness as active flying officers.

"It is to be noted that the cost of this bill is very small compared with the results to be obtained. Although an increase in the rate of promotion is provided, the pay of officers is under existing law based primarily on years of service and not on rank. A large number of first lieutenants in the Air Corps, who have over 10 years of service, will receive no increase in pay when passing into the grade of captain, and similarly the captains when promoted after 12 years' service to the grade of major receive no increase in pay. It is true that there are some small increases, due to increased rank, but these come principally because of length of service.

"It is obviously necessary to maintain the national defense at its maximum state of efficiency and, with a limited number of commissioned personnel in the Air Corps, their quality should be of the best. Efficiency in this line can not adequately be maintained if officers continue to work under prospects of stagnation in promotion, such as have existed for several years. An officer's morale is greatly increased if given rank commensurate with his command. Furthermore, the whole command responds with greater enthusiasm when the organization is properly balanced in the various grades. The officers of the Air Corps do not lack in quality or type, but they do lack in rank.

"The Lassiter Board, which recommended several years ago a 10-year program, approved in principle by the Secretary of War, for the development of the Air Corps, stated:

We can not improvise an Air Service, and yet it is indispensable to be strong in the air at the very outset of a war.

"This principle has become more and more apparent with the development of aircraft and its increasing importance in the scheme of national defense. The five-year development program provided in the Air Corps act of July 2, 1926, provides for 1,650 regular officers in the Air Corps. This will permit of the organization of a number of units which will constitute the foundation for an expansion in time of emergency. This foundation should be strong, well balanced, and of the finest quality that can be obtained.

"The morale of the air officers has been low, many have resigned because of poor prospects for their future. There probably would have been more, except for the fact that anticipation of better prospects has been stimulated by the repeated investigations that have taken place. Lieutenant Hegenberger stated before the House Military Affairs Committee:

"Since the war we have had the subject under constant discussion and it has always seemed that the solution was imminent, and it has always been an incentive to hang on in hope that the situation would be corrected."

"There is no doubt the present bill will very greatly increase the morale of the officers, as well as provide a better organization.

"Summarizing his testimony, Colonel Lindbergh stated:

"I believe our air forces should constitute a first line of defense -- they must be ready to take the initiative when danger threatens our Nation; there may be no time permitted for preparation. Efficiency will be gained by proper peacetime provisions to care for the personnel. The expectancy of life for the flying officer is far less than in other occupations; the rate of attrition is high, the strain on the physical resistance from combat flying is excessive, the period of greatest flying efficiency is limited; responsibilities of air officers are heavy; promotion for a large proportion appears to have stagnated. These observations have led me to believe the problem of the air officers is special and requires consideration by itself."

"I believe in a separate promotion list for the Air Corps as provided by this bill in order that the air officers may be given rank commensurate with command and responsibility, in order that World War veterans may have a chance to command with the proper grade, in order that vacancies caused by casualties in the Air Corps may be filled by properly qualified Air Corps officers, in order that morale may be enhanced and the efficiency of the Air Corps be increased, in order to offer additional incentive to candidates and to increase the Air Corps up to that strength contemplated by the Air Corps act of 1926, and to provide proper recognition of the hazardous service to which our air officers have devoted themselves.

"H.R. 12814 is truly in the interests of national defense. It aims to increase and to bring to a high state of efficiency our Army air forces; it singles out no one for individual benefits.

"From personal investigation, I am firmly convinced that the enactment of this bill into law is awaited with keen expectation by the personnel of our Air Corps. I have no hesitancy in stating my opinion that, should it fail of passage by both Houses of Congress, there will be a great number of our most expert pilots leaving the service and accepting attractive offers now being held out in the fields of commercial aviation.

"We can ill afford to lose these seasoned and experienced officers and we need have no fear of having them resign if we but meet them half way, and give them an opportunity for advancement in their chosen line of endeavor.

"With aviation making rapid strides throughout the world the United States should ever keep in mind the needs of its own Air Corps and its proper development. Modern equipment is of little avail if we forget the human side -- and that means the fliers themselves.

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BIG PASSENGER PLANE EXHIBITED AT BOLLING FIELD

A 12-passenger, 1,200 horsepower Fokker monoplane (F-10) was recently exhibited at Bolling Field by its owners - the Western Air Express of California. This huge plane, the first of three constructed for this concern by the Atlantic Aircraft Corporation, resembles the famous California-Hawaii non-stop Army Transport plane. An inspection of its interior, however, reveals a veritable "Pullman of the Air". There are 12 upholstered chairs, six on each side, a head room of six feet, baggage racks, electric dome lights, individual smoking equip-

ment for each passenger, dressing room and luggage compartment. In addition to the 12 passengers, the plane carries two pilots.

With the three Pratt & Whitney "Wasp" 400 h.p. air-cooled engines at full throttle the plane has made 148 miles an hour. Its normal cruising speed is 125 miles per hour. A flight was made at Bolling Field with Mr. Anthony H.G. Fokker, designer and builder, at the controls and the Hon. F. Trubee Davison, Assistant Secretary of War, as passenger. In this flight the plane exhibited excellent maneuverability.

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CONGRESSIONAL RECOGNITION TO PIONEER ARMY AVIATORS

The House of Representatives, on May 8th, passed the Bill (H.R. 11273) to amend Section 127a, National defense act, as amended and approved June 4, 1920.

This bill proposes to give recognition to those officers of the Army who were the pioneers in military aviation. Seven officers now in active service are affected by the provisions of this bill, which reads as follows:

"Sec. 127a, Miscellaneous provisions: Hereafter no detail, rating, or assignment of an officer shall carry advanced rank, except as otherwise specifically provided herein: Provided, That in lieu of the 50 per cent increase of pay provided for in this act any officer who has heretofore been announced in the War Department orders as having qualified on or before December 31, 1913, as a military aviator or any officer upon whom the rating of military aviator has heretofore been conferred for having specially distinguished himself in time of war in active operations against the enemy, shall while on duty which requires him to participate regularly and frequently in aerial flights, receive the pay, allowances and additional pay as provided by the act of June 3, 1916, and the act of July 24, 1917, for the rating of military aviator. At any time after the passage of this act any officer who has heretofore been announced in War Department orders as having qualified as a military aviator on or before December 31, 1913, shall, if he make application therefor to the President, be retired from active service and be placed upon the retired list. The retired pay of any officer who has heretofore been announced in War Department orders as having qualified as a military aviator on or before December 31, 1913, shall be 75 per cent of all the pay and allowances, including flying pay, of the grade in which he is retired. No extra pay or allowances shall accrue under the provisions of this section for services rendered prior to the passage thereof."

In the report of the House Military Affairs Committee accompanying the above bill, it is stated, in part:

"It is highly desirable that we should be able to capitalize this spirit of progress among civilians in our Nation and use and apply the same in the cause of National defense. It is therefore manifest that some sort of stimulus must be offered to the individual man in the military service of the United States. This stimulus should apply, from the humblest private soldier and sailor to the highest ranking general and admiral. Each and all of them should be encouraged to be always upon the alert, to improve the efficiency of the agencies of national defense. The stimulus that appeals most powerfully to the hearts of all men is promotion and advancement in his chosen business and profession. Such advancement involves not merely added rank but additional financial rewards. Under the existing promotion scheme in the Army, based upon seniority in the service, it is not possible to pick out individuals that have rendered peculiar and distinctive service and promote them rapidly to higher rank and command over the heads of other officers, and seniors in length of service.

"Therefore, it is necessary to give financial rewards for such distinguished and valuable pioneer services. It appears from the record of the Congress that in the year 1914 legislation was enacted conferring upon this group of original adventurers in the cause of aviation additional pay by increasing their base pay by 75 per cent, but the beneficiaries, due to the interpretation by the War Department, did not begin to draw this 75 per cent until 1917, and drew the same for only three years when it was reduced by the National Defense Act of June 3, 1920. Under this last-named act all flying personnel required to make frequent flights in the air were given the same increase of 50 per cent. This applied to the flyer who came into the service in 1920, or at any later time, and the net result was to give no credit for the many years of past flying service and to reduce the pay of the pioneer military aviators by 25 per cent of their base pay.

There were 24 of these pioneers who qualified as military aviators on or before December 31, 1913. Eleven other officers while in training were killed in airplane accidents during these early years. Of these 35, their ranks have gradually thinned out until only 7 of them have been left in active service in the Air Corps. Twenty-one are dead; 18 of these were killed in airplane crashes. The others have been retired or transferred, so that 80 per cent of these original 35 have in this short space of time been eliminated.

The bill in effect therefore is to restore to the fragment of the original pioneer aviators the rights that were conferred upon them in 1914. It seems that this additional increased compensation of only 25 per cent for those on the active list and costing the Government a total of only about \$500 additional per month is a very small and practically insignificant reward for the highly valuable services that these pioneer aviators have rendered the cause of aviation as an agency of national defense and as a branch of commercial transportation. Col. Charles A. Lindbergh before the committee gave his cordial indorsement of the proposal contained in this bill. It is but reasonable and natural that he should. He freely and gladly confessed that the training he had received at the hands of the Air Corps of the Army has been invaluable. In a certain sense, therefore, he is the direct fruit and product of the labors of these original pioneer aviators. We have hurried to do honors to the great achievements and to the beautiful personal character of Colonel Lindbergh, but he would have us not neglect those original adventurers in the field of aviation that took their lives in their own hands and made flying a practicable accomplishment when every 100 hours in the air took its toll of death. By their sacrifice and courage the ratio has now been diminished to where there is one death to about every 3,000 hours in the air."

The seven Air Corps officers who will be affected by the provisions of the bill, heretofore quoted, if it is enacted into law, are: Brig.-Generals Frank P. Lahm, Benjamin D. Foulois, Lieut.-Colonel R. C. Kirtland, Majors Henry H. Arnold, Thomas DeW. Milling, L. H. Brereton and H. A. Dargue.

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FORT SAM HOUSTON AIRDROME NAMED IN HONOR OF COL. DODD

The airdrome at Fort Sam Houston, Texas, has been named Dodd Field in honor of Col. Townsend F. Dodd, who lost his life in October, 1919, in an airplane crash at Bustleton, Pa. At the time he crashed he was one of the flyers competing in the Transcontinental Reliability Test Flight from New York to San Francisco and return.

Col. Dodd was the first commanding officer of the aviation field at Fort Sam Houston prior to the World War. He was one of the veteran pilots in the Army Air Corps, having made his first solo flight on September 18, 1913, and having passed his tests for the rating of military aviator on December 30, 1918.

The air field assumed the name of Dodd Field on April 19th, and all correspondence is addressed to Dodd Field, Fort Sam Houston, Texas. At the present time 157 enlisted men and 16 officers are stationed at the air branch of the famous 2nd Division.

Col. Dodd was a 2nd Lieut. in the Coast Artillery Corps Sept. 25, 1909, and attained the rank of Colonel on August 14, 1918. He was detailed to the Aviation Section, Signal Corps, and assigned to the command of the First Aero Squadron on May 9, 1913. He was in command of this Squadron during the punitive expedition into Mexico under General Pershing in 1916 and subsequently served as Aviation Officer, Southern Department, San Antonio.

During the World War Col. Dodd served with distinction with the American Expeditionary Forces. He organized the aviation school at Issoudun, France, and conducted the negotiations for the purchase of the first airplanes from the allied governments for the use of the A.E.F. He also performed meritorious service as chief of the supply section, A.E.F., and as engineer officer for the Chief of Air Service, First Army, in which capacity he supervised the construction of airdromes. He subsequently served as Chief of Operations, Air Service, First Army, and as Chief of Staff, Air Service, Group of Armies.

Colonel Dodd was awarded the Distinguished Service Medal in recognition of his exceptionally meritorious service with the A.E.F., and in 1919 he was awarded the Mackay Trophy for the outstanding flight made by an Army pilot during that year.

LARGE AIR-COOLED ENGINE TESTED

Flight tests were completed recently at Mitchel Field, N.Y. on the new 600 h.p. Curtiss "Chieftain", largest air-cooled aircraft engine in this country. The tests were conducted with the engine installed in a two-seater Curtiss Falcon, standard observation and attack plane of the Army Air Corps. The plane was flown by Lieut. E.P. Gaines, Army Air Corps pilot stationed at the Curtiss factory, and by "Casey" Jones, veteran Curtiss pilot.

Equipped with the "Chieftain" engine, the "Falcon" showed a performance that was superior to that of any other two-seater in the service. Its top speed was 158 miles an hour, and the service ceiling 22,350 feet, while the initial rate of climb was 1700 feet per minute.

The most remarkable feature of this performance is the speed of 158 miles an hour, which is exactly the same as could be obtained from a water-cooled motor of the same power in the same plane. Curtiss engineers point out that this is the first time in history that air-cooled engines have been able to compete directly with water-cooled types in pure speed. Usually, the substitution of an air-cooled engine for a water-cooled engine of the same power, while producing improved climb and ceiling, has resulted in a sacrifice of several miles per hour in top speed.

The excellent speed characteristics of the "Chieftain" engine is due to its unusual design, which is different than that of any other air-cooled engine. Instead of having one row of cylinders arranged radially, as is common practice, the "Chieftain" has two rows, one behind the other, with six cylinders, arranged hexagonally, in each row. This arrangement materially reduces the overall diameter of the engine, thus reducing the head resistance and increasing the high speed. The frontal area per horsepower of the "Chieftain" engine is approximately one-half that of the conventional 9-cylinder air-cooled engine.

The "Chieftain" engine has been under development by the Curtiss Company for the past two years, with the assistance and guidance of the Air Services. It performed excellently throughout the trials at Mitchel Field, and is soon to be flown to Wright Field, Dayton, Ohio, for Air Corps tests.

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NATIONAL ELIMINATION BALLOON RACE AT PITTSBURGH, PA.

The National Elimination Balloon Race, an annual event to determine the entrants to represent the United States in the Gordon-Bennett International Balloon Race, will this year be held at Bettis Field, Pittsburgh, Pa., on May 30th (Decoration Day). The teams to represent the Army Air Corps in this elimination contest have not yet been selected, but authority was requested of the War Department to permit the entry of not to exceed four teams.

As far as known at this time, four civilian balloon teams will compete in the Elimination Contest, one entry each representing the Detroit Balloon Club, the Aircraft Development Corporation of Detroit, the Goodyear Tire and Rubber Co. of Akron, Ohio, and the American Business Club of Akron, Ohio.

The Gordon-Bennett International Balloon Race will be held June 30th at Detroit, Mich. It is learned that thus far 17 teams have been entered in this Competition, one team each representing England, Switzerland, Argentina, Denmark and Spain, and three teams each representing the United States, Belgium, France and Germany.

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TACTICAL SCHOOL STUDENTS CONDUCT PURSUIT TRAINING EXERCISE

The Air Corps Tactical School, Langley Field, Va., held a practical Pursuit tactical training exercise on Wednesday, Thursday and Friday, April 18th to 20th. Twenty-two airplanes, about 30 officers and 140 enlisted men proceeded by air from Langley Field to Byrd Airport, Virginia National Guard Rifle Range, Virginia Beach, and conducted practical flying problems there until Friday afternoon, when all personnel and equipment returned by air to Langley Field.

In addition to the movement of personnel and airplanes by air, all necessary supplies were similarly transported, this including all gasoline and oil, spare parts, food and complete camp equipment. In the absence of airplanes of the

transport type, the 2nd Bombardment Group handled the air transport of supplies by means of their bombardment airplanes. The Materiel Division, Wright Field, Dayton, Ohio, cooperated to make possible a test of handling all gasoline and oil for this problem in five-gallon cans instead of drums or trucks.

Students of the Air Corps Tactical School acted as Staff and pilots for the Provisional Pursuit Squadron. The students handled all details under school supervision to secure the maximum amount of training. During the exercise several tactical problems were conducted and service conditions simulated as far as possible. The Anti-Aircraft at Fort Monroe, Va., also cooperated, some actual firing being done in connection with attempts to transmit information to pursuit airplanes in flight by means of a certain pre-arranged system of shooting. The entire exercise was somewhat experimental to ascertain its value to the students and secure information as to the thoroughness of theoretical training and its application to service conditions.

A complete and accurate record was kept of every action of each staff officer and results will be studied to secure data on Air Corps logistics. The problems scheduled during the exercise involved dawn patrol, attack on balloon, pursuit zone operations, separate pursuit itineraries with rendezvous, aerial gunnery, three 2-hour patrols in a single day and occupation of new airdrome.

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ANNUAL MACHINE GUN AND BOMBING MATCHES AT LANGLEY FIELD

The annual Machine Gun and Bombing Matches at Langley Field, Hampton, Va., will be held this year from May 25th to June 10th. Participants in these matches are selected from personnel at the various Air Corps fields who have attained the highest rating in the annual machine gun and bombing training which is prescribed by War Department training regulations.

Heretofore officers from the U.S. Marine Corps and National Guard Air Service organizations have participated in the competition. While the Guardsmen are expected to participate again this year, the Marine Corps officers will not be able to test their skill against the Air Corps aerial sharpshooters due to their various expeditionary duties at this time.

In the Bombardment events, seven teams from the Bombardment Group at Langley Field are expected to participate, utilizing the LB-5 or the NBS-1 bombing planes. It is contemplated that the National Guard participants will utilize the O-11, a new observation plane, if this type has been furnished their organizations; otherwise they will use the planes which Regular Air Corps officers have flown to Langley Field.

The following Air Corps personnel have been selected thus far to participate in the Machine Gun and Bombing Matches:

From the 3rd Attack Group, Fort Crockett, Texas:

1st Lieut. James T. Curry, 2nd Lieuts. Earl C. Robbins, Walter W. Gross and Ivan M. Palmer.

Fort Sam Houston, Texas:

Captain Clearton H. Reynolds, 2nd Lieut. Lawrence H. Douthitt.

Crissy Field, Presidio of San Francisco, Calif.

Captain Aubrey I. Eagle, 2nd Lieut. Harold F. Brown.

Selfridge Field, Mt. Clemens, Mich.

1st Lieut. Victor H. Strahm, 2nd Lieuts. John J. Williams and William L. Cornelius.

Fort Riley, Kansas.

2nd Lieuts. Joseph H. Atkinson (Air Corps Reserve), and James W. Carson, Air Corps Reserve.

Kelly Field, Texas.

1st Lieuts. John F. Whiteley, Wm. M. Lanagan, R.B. Lea, 2nd Lieuts.

Earle E. Partridge, James W. Andrew, George J. Eppright, Luther S. Smith.

Hawaiian Department.

1st Lieuts. Joseph T. Morris, James C. Shively, Russell J. Minty, Homer W. Ferguson, Latha A. Smith, Howard M. Fey, 2nd Lieuts. Gilbert L. Tefft and Joseph H. Hicks.

Panama Canal Department:

1st Lieuts. Edward V. Harbeck, Orin J. Bushey, Robert T. Cronau, Charles H. Howard, Robert W. Douglass, Jr.

Maxwell Field, Montgomery, Alabama.

2nd Lieuts. Narcisse L. Cote and Reuben Kyle, Jr.

Representatives of the Materiel Division, Air Corps, at Wright Field, Dayton, Ohio, who will be present at the Matches, are 1st Lieut. Raymond O. Zettel, Chief of the Armament Branch, and Messrs. R.F. Fischer, L.J. Eyler and H.B. Inglis, civilian mechanical engineers.

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PARACHUTE JUMPING AT CRISSY FIELD

Parachute jumping has become quite a fad among the enlisted men of Crissy Field, Presidio of San Francisco, Calif. During April the following men made jumps: Staff Sergeant Daniel C. Pruitt, Sergeant William D. Townsend, Corporal Peter M. Feeney, Privates Harold E. Orcutt, Francis P. Neal and Oswald L. Forstad.

Several other enlisted men have made requests, and they will be given practice jumps in the near future.

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COLLEGE STUDENTS INSPECT SAN ANTONIO AIR DEPOT

A party of about 30 students of the senior class of the Mechanical Engineering Department of the University of Texas recently visited the Engineering Shops of the San Antonio Air Depot, Duncan Field, Texas. The party, in charge of Mr. W.L. Preston, were on a tour of various establishments for practical instruction purposes in mechanical engineering.

The students were keenly interested in the manifold activities of the Depot shops and expressed themselves as greatly appreciative of the opportunity afforded them to make this visit.

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GROUND ATTACK DEMONSTRATION BY 18TH PURSUIT GROUP

The 18th Pursuit Group, stationed at Wheeler Field, Schofield Barracks, T.H., recently staged a ground attack demonstration for the Hawaiian Division. The target attacked represented a battalion of Infantry and accompanying transportation. The attack was made with a formation of nine PW-9's armed with five 25-lb. bombs each and two machine guns - one .30 caliber and one .50 caliber. Three attacks were made, resulting in the demolition of half the targets, the rest being riddled with bullets and fragments of bombs. The whole Division was paraded to watch the demonstration, and undoubtedly gained a clearer conception of the possibilities of an air attack on ground troops.

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CRISSY FIELD PERSONNEL ENGAGE IN GUNNERY TRAINING

The Third Division Air Service, consisting of the 91st Observation and the 15th Photo Section, proceeded on March 15th by air and convoy to Mather Field, Sacramento, Calif., for field duty, and for preliminary and record practice in aerial gunnery and bombing. Runs were made with fixed forward guns, flexible guns for observers' firing, and 50-pound dummy and live bombs.

During the gunnery practice the Communications Section maintained an hourly schedule with the home station, using the 132 set at Crissy Field and the SCR-109A, as modified by the Radio Department, at Mather Field. All communications were handled without interruption. The distance was 90 miles.

In the motor convoy to and from Mather Field were six White trucks, three Class "3" tankers, two photo trucks, two radio trucks, one machine shop truck, one ambulance, two cargo trucks, one Dodge automobile and one motorcycle.

The training included cooperation with the 6th Coast Artillery at Fort Scott, Calif., one DH4D being utilized to observe points of strike of projectiles fired from 6-inch guns located at Fort Larry. On account of the strong wind, causing white caps to appear on the water, it was impossible to distinguish a hit from a white cap, this in spite of good visibility. Because of more numerous occurrence of what appeared to be white caps in a certain direction from the target, an estimate of 100 yards short and 20 yards left was given. The difficulty in spotting the shots was due to the fact that the shells were loaded with sand.

THE WORLD TOUR OF THE FRENCH FLYERS

In their World Tour, which started from Paris on October 10, 1927, and ended there on April 14, 1928, the French Flyers (Lieut.-Commander Joseph LeBrix and Captain Dieudonne Costes) traversed by air a total distance of 35,803 miles in approximately 338 flying hours.

A Breguet XIX biplane, powered with a single 600 h.p. Hispano-Suiza engine, was flown throughout the trip, but at New York, when 23,000 miles had been covered, a new Hispano Suiza engine of the same horsepower was installed in order to finish the rest of the tour.

The flight from Paris to St. Louis, Senegal, on the west coast of Africa, a distance of 2658 miles, proved to be the longest of the 40 flights required to circle the globe. On this flight, which involved a flying time of 26½ hours, a total of 650 gallons of gas and 12 gallons of gasoline were on board. The next longest flight was from Hanoi, China, to Calcutta, India, a distance of 2,620 miles, which was negotiated in 21 hours and 17 minutes. Another long distance flight was from St. Louis, Senegal, to Natal, Brazil, the distance of 2,125 miles being flown in 19 hours and 20 minutes.

The 2672-mile flight from New York to San Francisco, where the flyers boarded a steamer for Japan, was made in five stages, stops being made at Sharon, Pa.; Detroit, Mich.; Chicago, Ill., and Rock Springs, Wyoming.

The following tabulation gives the approximate statistics of the French World Tour:

Date	Stages	Mileage	Time	
			Hrs.	Mins.
Oct. 10, 1927	Paris - St. Louis	2,658	26	30
14	St. Louis - Natal	2,125	19	50
15	Natal - Caravellas	900	8	45
17	Caravellas - Rio de Janeiro	466	4	19
19	Rio de Janeiro - Pelotas	900	12	0
20	Pelotas - Buenos Aires	453	4	6
Nov. 12	Buenos Aires - Montevideo	186	2	0
22	Montevideo - Buenos Aires	143	1	10
25	Buenos Aires - Asuncion	745	5	40
25	Asuncion - Buenos Aires	745	6	7
Dec. 3	Buenos Aires - Florianopolis	870	9	30
4	Florianopolis - Rio de Janeiro	497	5	0
13	Rio de Janeiro - Buenos Aires	1,367	11	59
14	Buenos Aires - Santiago	807	8	35
21	Santiago - La Paz	1,305	12	0
29	La Paz - Lima	745	7	30
Jan. 11, 1928	Lima - Guayaquil	816	8	0
13	Guayaquil - Panama City	807	7	0
14	Panama City - Colon	40	-	-
17	Colon - Caracas	1,050	9	0
21	Caracas - Baranquilla	600	5	0
24	Baranquilla - Colon	403	4	28
26	Colon - Guatemala City	900	8	30
29	Guatemala City - Mexico City	700	6	0
Feb. 4	Mexico City - New Orleans	1,100	10	8
6	New Orleans - Montgomery	300	-	-
8	Montgomery - Washington	750	7	0
11	Washington - New York	225	2	0
Mar. 2	New York - Sharon	350	3	18
4	Sharon - Detroit	180	2	18
5	Detroit - Chicago	250	-	-
6	Chicago - Rock Springs	1,149	11	30
7	Rock Springs - San Francisco	776	7	46
Apr. 8-9	Tokio - Hanoi	2,620	21	17
10	Hanoi - Calcutta	1,400	13	30
11	Calcutta - Karachi	1,405	-	-
12	Karachi - Basra	1,330	-	-
12-13	Basra - Aleppo	1,480	-	-
13	Aleppo - Athens	840	9	0
14	Athens - Paris	1,420	14	15

KELLY FIELD OFFICERS INVOLVED IN STRENUOUS GAME OF POLO
By the Kelly Field Correspondent

A polo game was to have been played on March 28th between the Kelly Field Majors and the Kelly Field Captains. Prior to this the two teams conscientiously practiced for two weeks. New polo helmets to the tune of \$13.85 (quote Major Tinker), polo mallets, and polo balls were purchased. On the preceding day the polo representative, Captain H.H. George, stated that several of the polo ponies had developed distemper and it would be impossible to have the game. This met with a great deal of disappointment on the part of the members of both teams. It was learned from inside sources, however, that the polo ponies received some inside dope that this game was to be played and promptly went on sick report.

The members of the respective teams follow:

<u>Majors</u>	<u>Captains</u>
Major Chaney	Captain McDaniel
Major Tinker	Captain Lynd
Major McChord	Captain O'Neill
Major Strauss	Captain Moore
	Captain Easterbrook, alternate.

This postponed game, however, was played on April 13th. Due to the fact that some of the members of the team did not care to show off their ability as polo players, the game was scheduled without very much advance notice, and therefore not as large a crowd as was expected attended. The game was featured by many thrills. In fact, some of the polo players stated that they obtained more thrills in that polo game than they ever had in the air. Major J.E. Chaney was the outstanding member of the Majors' team, making two goals. Major McChord made two goals and Major Tinker one. Major McChord also made a goal for the Captains. The resulting score was 5 to 1.

Many spectacular plays were made throughout the game. Captain McDaniel, not having his safety belt securely fastened, was forced to leave the horse on one occasion. The Captains far surpassed the Majors in one feature of the game - that of talking. On one or more occasions two balls were on the field, some of the players playing with one and some with the other, depending on which was to their advantage. As the Majors stated, due to the hard riding and the constant high speed at which they played the game, it was impossible to continue the game more than four chukkers out of sympathy for the horses.

Following is the program that was gotten out for this game:

THE AIR CORPS ADVANCED FLYING SCHOOL

POLO GAME

Kelly Field Majors versus Kelly Field Captains

This is not a hockey game that you are about to witness but a full fledged very low goal polo (horse) game. That is the reason that the men are on horses. The teams represented on the Field are the Kelly Field Majors (very white helmets) and the Kelly Field Captains (miscellaneous colors).

The object of the game - there isn't any.

RULES: The International Polo Association's rules will be strictly adhered to - with a few changes to meet local conditions.

Players will not be allowed to dismount and throw the ball towards their own goal, at the referee or umpire. However, no restriction is made concerning the opponents.

Cross-over turns, diving under an opponent or diving on an opponent's tail will not be permitted.

Players wearing goggles do so at their own risk and machine gun equipment will not be installed.

All stunt riding is prohibited and anyone violating this rule will be grounded for the rest of the game.

The game will last four chukkers or until a goal is scored. The game may also be called on account of darkness as no night riding equipment will be permitted.

All persons wishing to gamble on this game will please step off the reservation to place their bets.

Junior officers will not be permitted to claim any fines as the result of

this game.

The only handicaps in this game are the players themselves.

* * * *

The following are the greatest draw-backs to the game with their respective positions:

MAJORS		CAPTAINS	
Major Chaney	1 to 4 incl.	Captain McDaniel,	Odd number
Major Tinker	Odd or even as the case may be	Captain Lynd	1 doubled
Major McChord	3 & 4, then 1 & 2	Captain O'Neil	3.1416
Major Strauss	\$1.98	Captain Moore	All other numbers

* * * * *

FINDINGS:- In line of duty.

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ARMY FLYERS BRING RELIEF TOMAROONED FISHERMEN

Four Army pilots, engaged in aerial gunnery practice on the Waimanalo Target Range, Island of Oahu, Hawaii, were drawn to the more humane occupation of relief work upon receiving word from a group of Portuguese fishermen that a fishing party of six men marooned on a small island off the mainland were badly in need of food, water and blankets. According to a report recently received from the Commanding Officer of Wheeler Field, Honolulu, T.H., the necessities which the Army airmen dropped to the marooned fishermen prevented further suffering among them until their rescue was effected.

These fishermen had chartered a sampan to take them to Rabbit Island for a week end's fishing. They were unable to return on scheduled time due to a heavy sea, which ran for several days and cut them off from the aid of sampan operators in the vicinity.

The Army airmen made up four packages containing food, water and blankets, which they dropped to the isolated fishermen. These packages were heavily wrapped to prevent damage upon contact with the ground.

The airplanes used in this novel relief expedition were the PW-9 Pursuit type, piloted by Lieuts. Carlyle H. Ridenour, Charles D. McAllister, Howard M. Fey and Walter L. Wheeler, Air Corps, all stationed at Wheeler Field.

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GUNNERY MATCH TEAM FROM KELLY FIELD

The past two weeks have seen a spirited contest in aerial gunnery at Kelly Field, Texas. Seven officers have been running off a competition match to determine the teams which would be selected to attend the annual gunnery matches to be held at Langley Field between May 25th and June 10th. Since only five of these officers could be detailed for the trip, each man was striving constantly to make the best possible score. The match was conducted in the afternoons over a period of a week and at the end of that time the scores of each day were totalled and averaged.

Three teams in gunnery and one team in bombing were selected. The gunnery teams are as follows:

Attack Gunnery

2nd Lieut. Earl E. Partridge - Pilot

2nd Lieut. James W. Andrew - Observer

Observation Gunnery

1st Lieut. R.B. Lea - - - Pilot

2nd Lieut. George J. Eppright - Observer

Pursuit Gunnery

2nd Lieut. Luther S. Smith - Pilot

Bombardment Matches

1st Lieut. John F. Whiteley - Pilot

1st Lieut. William M. Lanagan - Bomber

Each member of the teams is now busily engaged in perfecting his skill.

The defeated candidates are not allowed to practice on the range during the few remaining weeks before the annual matches, and the lucky ones are allowed all the time they desire for practice. Kelly Field is well represented, and should finish the matches with a good showing.

THE 91st GOES TO WAR
By the Crissy Field Correspondent

The 91st Observation Squadron and 15th Photo Section, stationed at Crissy Field, Presidio of San Francisco, Calif., went into the field on March 15th. The theatre of operations was at Mather Field, Sacramento, Calif. It seems that a certain percentage of Air Corps officers, as well as the men, must still take their chances by truck convoy. The danger was apparent, for in addition to Lieut. "Cy" Marriner and Lieut. Leo C. Allen, the Flight Surgeon (Captain D.A. Myers) was included in the order, to see that the "physiological, neurological, psychological and pathological" reactions of all casualties were properly accounted for and catalogued. The trip from San Francisco to Vallejo by ferry was successful, and what with a little steaming around in the fog over strange highways in a strange land, the superior leadership of skipper "Cy" was made effective, and all came into Mather Field by the light of the stars. A recount showed six White trucks, three Class "B" tankers, two photo trucks, two radio trucks, one Machine Shpp truck, two cargo trucks, a Dodge automobile, a motorcycle, and the ambulance. The Flight Surgeon was missing. He came in next day with a sprained ankle. The sprained ankle belonged to one of the boys who became confused in the fog and jumped off a Class "B" tanker.

The next eight days were spent in firing at fixed targets and dropping bombs. There being no live targets available, it was impossible to ascertain whether or not there were any casualties, but tragedy was narrowly averted in the barracks by prompt action of the Officer of the Day. Two room-mates, officers (names furnished in confidence upon application), became involved in violent argument over the price of corn (in the Chicago Wheat Pit), but were separated by the O.D. and aides. Upon withdrawal of the peace party the sounds of battle again burst forth. Hastily gathering his peace party, the O.D. rushed back, crashed the gate, and beheld Youth scrubbing his teeth, while Senility was kicking a box around because he had sat upon the upturned point of a nail driven through it.

To like more or less useful purpose went a week of the war. One night there was a shortage of beds by one - sixteen warriors and fifteen beds. By the usual laws of mathematics, each warrior should have had fifteen-sixteenths of a short night's sleep. This theory seemed perfectly logical until a certain luckless one lost a little time in kicking the next fellow out of bed. The Kicker had also largely burnt out his lamps on a particularly tough beat and a slight confusion resulted. It was all happily compromised by Kicker and Kickee going 13 miles to town and hiring a hotel. By that time, however, the night was spent, so they returned to the field to find that the Acting Q. M. had discovered an extra bed and turned it into stock. Thereafter the problem was never solved.

The twenty-first fell on Wednesday, the day when the Office Force goes out for Exercise. It was likewise the Equinox, and a clear day, so Major-General Hines, 9th Corps Area, Commander, chose to fly up in the Transport with Major Clagett and observe the gunnery, which was also fair. Like the Knights of old, the General partook of the exercises, with Lieut. Goss as pilot, jousting at fixed targets upon the ground. On this day also there was a mission of five planes in formation over Lake Tahoe and return. It was cold at 12,000 feet; the lake was blue, and cold, fenced with snow and trees and crags, all sparkling with the beauty of unreality.

Finally, the last redskin had bit the mud, for it was raining and blowing. The convoy was gone. Some were out of temper, all were out of money, and no food in camp. Since an army fights on its stomach, the war was over. There was nothing left but to fly home and see the folks.

With noisy motors and dark hints and rain-blurred goggles, seven brave pilots and seven braver passengers began dashing the spray a few fathoms up in the mist. There was nothing so certain as the fog above and about, except earth and water below. Most any pilot will trust his vision, however muddled, but few trust two-hundred and twenty degrees of the compass in a fog. Finally, the struggle against doubt, for some thoughtful moments, was rewarded, and the Great Carquinez Bridge grew into the fog "with habitations and adventures on it". Under the bridge, with vanishing haste and uncertainty, under the fog to Crissy Field, and at last under the friendly roofs of home.

RECORD ESTABLISHED ON PARACHUTE JUMPS

Ten men jumped from a Ford all-metal airplane at Chamute Field, Rantoul, Ill., in the space of 8.2 seconds, establishing a world's record. The previous record was nine jumps in eighteen seconds, established by the Marine Corps at Quantico, Va.

Nearly all of the participants in the above wholesale parachute-jumping event are graduates of the Parachute Department of the Air Corps Technical School, Chamute Field, Rantoul, Ill., the class being conducted by Technical Sergeant Harry Wilson.

The plane from which the jumps were made was flown over to Chamute Field from Wright Field, Dayton, Ohio. It was piloted on the afternoon of the jumps by 1st Lieut. J.V. Hart who, with Sgt. Wilson, were the only two men left in the ship after the ten volunteers took French leave and eased down to the ground with their bit of silk, as the parachute is alluded to in some quarters.

The men making the jumps were Pat Doyell, Don C. Gowdy, Royall Fenn, Florian Karesek, John Marchewka, Tom Mely, Walter F. Kobs, Harold Kraner, Wesley Davidson, and John Krajick.

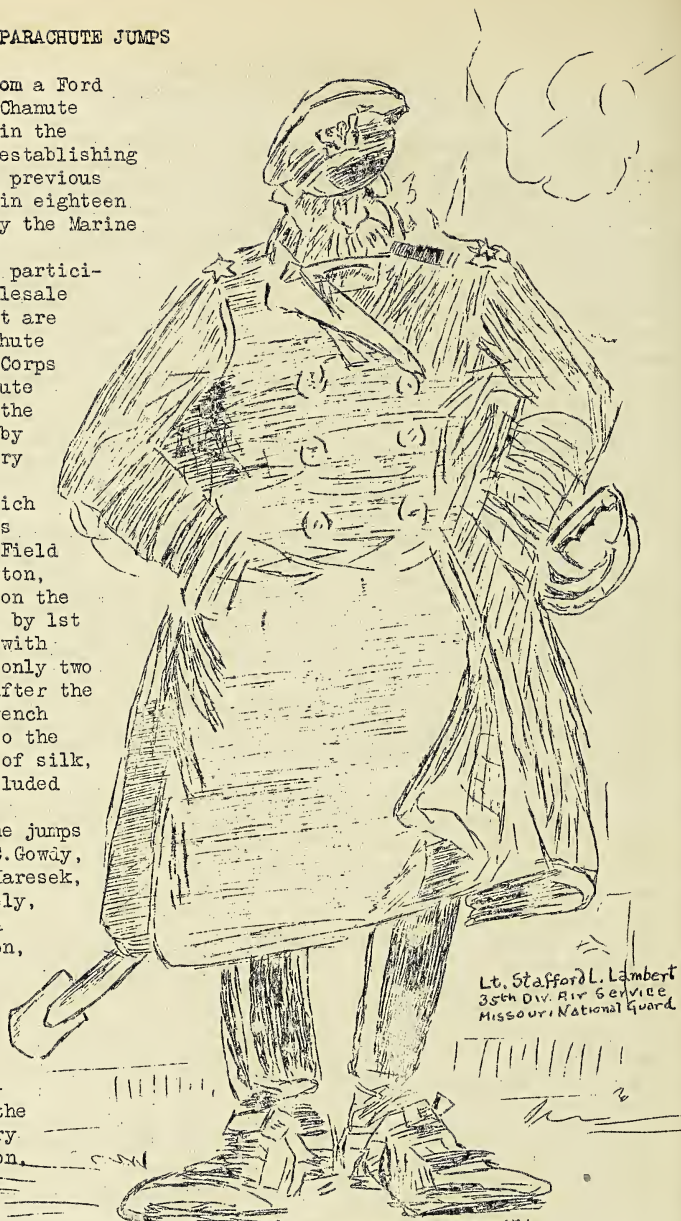
Sergeant Wilson, commenting upon the success of the event, characterized it as one of the most important experiments for the advancement of military and commercial aviation.

"We are trying to prove that the saving of passengers is possible, no matter how quickly the plane goes down. If we can show that ten men can jump from a plane almost simultaneously, it is one step forward toward showing that forty and fifty people can leave a plane under similar circumstances.

The New York WORLD, commenting on the above episode, stated in a recent issue:

"Ten rookies in the Army Air Service, according to the Associated Press, jumped off an airplane the other day in the space of 8.2 seconds, descending by parachute. This, it appears, sets a new record. Moreover, 'the multiple jump, in addition to making a new record, was planned to indicate how quickly passengers could clear a plane in safety in case of an accident in the air.'

"Well, we appreciate this little experiment on the part of the army, under-



Lt. Stafford L. Lambert
35th Div. Air Service
Missouri National Guard

INSPECTING GENERAL'S SMILING APPROVAL
DURING INSPECTION

taken with a view to promoting our safety. Indeed, we can foresee the result right now. It will hardly be any time at all before all passenger airplanes will be plastered with nice reassuring signs, 'Parachutes Will Be Found Under Seats.' Then, over every door and window there will be signs, 'Exit No. 1,' 'Exit No. 2,' 'Exit No. 3,' and so on. Then, on the luncheon menu will appear this friendly little piece of advice:

"ACCIDENT NOTICE - Look around NOW and choose the nearest Exit to your seat. In case of accident, walk (not run) to THAT Exit. Do not try to beat your neighbor to the air. Before jumping be sure that parachute is strapped securely on your back and that you have your hand firmly on the rip-cord. After jumping, allow two seconds to elapse (count 'one - two') before pulling cord, and hold breath until parachute opens. Light no cigars, 'cigarets or pipes while descending in parachute. If parachute does not open, notify this office at once.

J. ROLLINSON GUMPF,
Air Commissioner.

"We can see ourselves running to the nearest exit right now trying to beat our neighbor. Here is something we can really look forward to."

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ACCIDENT MARS CRISSY FIELD'S PERFECT RECORD

The first fatality at Crissy Field, Presidio of San Francisco, Calif., since its establishment in 1919, occurred on March 26th. Second Lieut. Theodore J. Munchof, Air Corps Reserve, one of the ten Reserve officers serving a tour of extended duty at the field, crashed in San Francisco Bay shortly after taking off on a photographic mission to Gilling Reservation, Monterey, Calif. Lieut. Munchof was killed and Sergeant Klutz, photographer, slightly injured. The body of the pilot was recovered within a few minutes, and Sergeant Klutz was rescued at the same time by the Coast Guard crew stationed at Crissy Field. The plane sank and was never recovered, although every effort was made to locate and raise it.

Lieut. Munchof was an aviator during the war, having been discharged in 1919. He entered the Air Corps Reserve in 1925. His widow and two small children survive him.

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PARTICIPATION OF NATIONAL GUARD AIRMEN IN BOMBING MATCHES

Five teams, each consisting of an airplane pilot and an observer, and representing the National Guard Air Service organizations of the States of Arkansas, Connecticut, Maryland, Massachusetts and New York, have been authorized by the Chief of the Militia Bureau of the War Department to participate in the annual Machine Gun and Bombing Matches, to be held at Langley Field, Hampton, Va., from May 25th to June 10th.

The records of the Militia Bureau disclose that the Guardsmen selected to match their skill against the Regular Army Air Corps aerial sharpshooters are proficient in flying the observation type of airplanes and that all of them have had aerial gunnery practice during the past year.

The personnel composing the five selected teams are as follows:

154th Observation Squadron, Arkansas National Guard:

Pilot - 2nd Lieut. Gordon S. Darnell

Observer - 1st Lieut. Garnett Q. Caldwell

118th Observation Squadron, Connecticut National Guard:

Pilot - Captain Earl W. Fleet

Observer - 1st Lieut. Ennis B. Mallette

104th Observation Squadron, Maryland National Guard:

Pilot - Captain Charles A. Masson

Observer - Captain George Cobb

101st Observation Squadron, Massachusetts National Guard:

Pilot - Captain Clarence E. Hodge

Observer - 1st Lieut. Robert A. Nagle

102nd Observation Squadron, New York National Guard:

Pilot - 2nd Lieut. Victor E. Nelson

Observer - Captain William G. Rector

MUNICIPAL FIELD NAMED IN HONOR OF ARMY AIRMAN

The municipal airport of Selma, Calif., known as Eagle Field, so named for Captain Aubrey I. Eagle, Air Corps, was opened on March 31st last. Air Corps officers from Crissy Field, Presidio of San Francisco, Calif., who were present at opening of this field were Captain Eagle, 1st Lieuts. Barber, Taylor, 2nd Lts. Gardner and Goss. Addresses were delivered by Lieut. Dyer, U.S. Navy, and Capt. Eagle, both in the afternoon and evening. An enthusiastic aviation spirit has flared up throughout the San Joaquin and Sacramento Valleys.

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"JINX" OVERTAKES FRANCE FIELD RELIEF EXPEDITION

As previously reported, the flight of Assistant Secretary of War Davison and Major-General James E. Fechet from Washington to the Panama Canal Zone was marred by an accident to one of the Amphibians at Manatitlan, Mexico, and it was necessary for the Commanding Officer of France Field, Panama Canal Zone, to send two planes to their assistance. Both of these planes were of the Amphibian type and were flown, respectively, by 1st Lieuts. George C. McDonald and Robert B. Williams. They functioned perfectly all the way to Manatitlan, and at that place Lieut. McDonald's plane was turned over to the Assistant Secretary of War.

On the return flight Lieut. McDonald flew the plane that was left to them to Managua, Nicaragua, and Lieut. Williams flew it the remainder of the distance to France Field. According to Lieut. McDonald's report of the flight, he and Lieut. Williams had quite a strenuous experience before touching the home airdrome. On the first leg of the return flight (Manatitlan, Mexico, to San Jose, Guatemala) it was necessary to land in the ocean off San Jose, as the main tank had run out of gasoline. Upon landing, the anchor was dropped about 200 yards off shore and opposite the pier. The water was extremely rough and the anchor did not hold. It was impossible to start the engine and the plane, drifting about for approximately an hour, would have been wrecked by the ground swell and surf but for the timely assistance rendered by the Second Officer with about ten men off the S.S. "Corinto" of the Panama Mail Steamship Co., who put off in one of the ship's boats and took the plane in tow and made it fast to a steamship buoy.

Lieut. Williams went ashore and obtained 40 gallons of gasoline, and after putting this fuel aboard the airmen departed for San Salvador. Due to the delay at San Jose and the fact that the flyers had to buck strong head-winds, it was not possible to reach Lake Ilopango, San Salvador, until well after dark. By 7:00 p.m., it was so dark and the haze so dense that it was hazardous to continue the flight over such mountainous country.

A landing was made in a small crater-lake, about 25 or 30 miles from San Salvador. In order to fly the Amphibian out of that lake the next day, it was necessary to remove all the baggage, tool kit, spare parts, anchor, anchor rope, take the wheels off, and leave Lieut. Williams. Every step was taken to make the plane as light as possible. Lieut. McDonald flew the plane from the crater-lake to Lake Ilopango, where all equipment was assembled and the plane made ready for the flight to Managua, Nicaragua.

In taking off at Managua, the propeller worked loose and the main thrust bearing broke, causing the plane to crash through two fences and into the trees, damaging the wings and undercarriage. The U.S. Marine Aviation Squadron there rendered every possible aid in changing engines and repairing the plane. In flight-testing the new engine, it threw a connecting rod through the crankcase after being in the air about 12 minutes, and a landing was made in Lake Managua.

The Marines did not have another new engine so they rebuilt an old one and installed it in the plane. A "take-off" was then attempted from the lake, but the hull leaked so badly that the plane almost sank, making it necessary to run it ashore to save it. The Marines repaired the hull, and the plane was then flown to the field, where all equipment was again installed and the plane departed the following day for France Field.

Lieut. McDonald stated that Major Ross Rowell, Commanding the U.S. Marine Aviation Squadron in Nicaragua, and all his officers and men rendered every possible aid and that without their cooperation it would not have been possible to fly the Amphibian out of Nicaragua.

In forwarding Lieut. McDonald's report to the War Department, the Commanding Officer of France Field stated: "While the bare recital of the help rendered by the Marines, as given in the report, would indicate that they rendered only the

ordinary assistance which one service would naturally call for from a sister service, Lieut. McDonald's verbal story to me showed that the Marines at Managua worked enthusiastically from dawn until dark to help our officers overcome their considerable succession of real obstacles which came their way."

Letters of appreciation were forwarded by the Commanding General of the Panama Canal Department (Major-General Malin Craig) to the Commanding Officer, U.S. Forces in Nicaragua, and the President of the Panama Mail Steamship Co. for the assistance rendered to Lieuts. McDonalds and Williams. Letters were also written to the two officers last named expressing the Department Commander's admiration for their accomplishments during their recent trip to Puerto Mexico and return.

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CHIEF OF AIR CORPS PRAISES CIVILIAN'S BRAVERY

A letter of commendation from the Chief of Air Corps was recently forwarded to Mr. Edwin Steubing, of San Antonio, Texas, for a courageous act performed by him immediately after a crash of a bombing plane near Kelly Field, Texas. Mr. Steubing arrived at the scene of the crash about two minutes subsequent to its occurrence and, unmindful of the fact that the airplane had burst into flames, extricated the lifeless body of Cadet Bonner from the wreckage. In performing this courageous and humane act he was exposed to the extreme hazard from the flames and the liability of an explosion of the gas-filled tanks.

"Your efforts are worthy of the highest commendation," General Fechet stated in his letter, "and I desire to express to you the gratitude and appreciation of the Air Corps, as well as my own, for your exceptionally brave and meritorious conduct on that occasion."

The following report on this accident was rendered by the News Letter Correspondent from Kelly Field:

Flying Cadet Clair E. Bonner, student at the Air Corps Advanced Flying School, was instantly killed at 9:15 a.m., April 4th, when the MBS-1 in which he was flying crashed about six miles northwest of Kelly Field. Details of the accident are lacking, but from the statements of several farmers who saw the ship just prior to its plunge to the earth, it was decided by the board of investigation that Cadet Bonner was practicing flying on one motor and let the plane go into a spin. Since his plane had been seen at an altitude of about 1500 feet a few minutes before crash, Cadet Bonner's failure to recover from the spin is unexplained.

The ship crashed and instantly burst into flames in a large open field a short distance from a farm house. Edwin Steubing, a farmer, heard the plane strike the ground, and raced 400 yards to the scene. When he arrived at the wreck it was a mass of flames, but he thought the pilot might possibly still be alive. He found the body at one edge of the flames and tried, unsuccessfully, to pull it out. Finally, he managed to wrap a wire around one arm of the body and in this way dragged it out of the fire. Steubing was severely burned about the face and arms.

Although the body was burned beyond recognition, Major C.L. Beven, Flight Surgeon of Kelly Field, expressed the opinion that Bonner had been instantly killed in the crash and had not been burned to death.

Cadet Bonner was the son of Chaplain and Mrs. S.E. Bonner, now stationed at Camp Nichols, Philippine Islands. He is survived also by a brother, Lieut. Bonner, who is stationed at Fort Bragg, N.C.

After the funeral ceremony at San Antonio, the body was shipped to Arlington National Cemetery, Washington, D.C., for burial. Flying Cadet R.O. Brownfield, a close friend of the deceased, accompanied the body.

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AIR CORPS TO BE REPRESENTED AT INTERNATIONAL AVIATION CONGRESS AT MADRID

Upon an invitation extended by the Spanish Government for the United States to be represented by delegates at the meeting of the Comite Juridique International de l'Aviation, to open at Madrid, Spain, on May 29th, Major Barton K. Yount, Air Corps, Assistant Military Attache for Air, who is attached to the American Embassy in Paris, was named as an official observer at that meeting.

The Comite Juridique International de l'Aviation is an organization having for its object the drafting of an international air code and the consideration of

matters in general relating to aeronautic legislation. This Committee has no governmental connection, but its periodic congresses are held under the patronage of the government in whose territories they convene, by which other governments are invited to send representatives.

The 7th Congress of this Committee was held at Lyons, France, September 28 to October 2, 1925.

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SENATE ACTION ON THE FURLOW BILL

The leading article in this issue of the News Letter gives the cheerful tidings that the House of Representatives, on May 7th, unanimously passed the Furlow Bill (H.R. 12814), creating a separate promotion list for the Air Corps. Now, in the last page or so of this issue, it becomes our solemn duty to record an event which at first glance does not appear to be so cheerful.

The Senate Military Affairs Committee, in its consideration of this bill, eliminated all the wording with the exception of the enacting clause. It would appear that in taking this action the Senate Committee was not unmindful of the necessity for some sort of personnel legislation for the Army. In view of the fact, however, that only a few weeks now remain before adjournment of Congress, the Committee saw fit to take action which would bring before the Conferees of the House and Senate, as soon as the amended Furlow bill passed the Upper Chamber, all matters affecting Army personnel which it was felt should be considered at this time.

It is hardly necessary to state, of course, that the Air Corps does not want to see personnel legislation enacted which would benefit their own branch at the expense of officers of other branches of the service. It would now appear that the whole subject of personnel legislation is to be thrashed out at this session, so that not only will the Army Air Corps be considered but the other arms of the service as well. It would seem that, by adding the Army personnel legislation to the Furlow bill, advantage is taken of, perhaps, the last remaining opportunity to secure some action on the proposition at this session of Congress.

What the outcome of it all will be remains to be seen. The House was unanimous in its passage of the Furlow bill. This fact and the further fact that the Senate amended the bill, even though it eliminated all wording save the enacting clause, should indicate that there is at least a favorable sentiment existing among some of the legislators towards Army personnel legislation. The action of the Senate Committee does not necessarily mean that the idea of a separate promotion list for the Air Corps is defeated, but rather that the Conferees of the House and the Senate have been given the greatest liberty in recommending what legislation should be enacted for the Army and the Air Corps at this session.

This is not at all a pessimistic situation as far as the separate list for the Air Corps is concerned and, with the favorable sentiment that does exist among legislators for a separate promotion list, it is anticipated that some special legislation affecting the Air Corps alone will be included as a part of the conference report. This thought is further strengthened by the fact that the Senate Military Affairs Committee included in the composite bill which it has reported several of the provisions of the Furlow bill, such as more rapid promotion for air officers and counting flying time one and one-half times towards retirement.

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SGT. PETERSON JOINS RANKS OF BENEDICTS

Every time news is spread of a marriage, one generally hears such disparaging terms as "Ball and Chain", "Storm and Strife", etc. But this is looking on the dark side of so called wedded bliss. We are sure that there will be no occasion to harbor any pessimism in the case of Tech. Sgt. C.E. Peterson, Air Corps, who joined the ranks of the Benedicts April 21st last. Sgt. Peterson's better half was Miss Mildred M. Rosen, of Staunton, Va. The ceremony took place at Washington in the Office of the Chief of Chaplains, and was performed by Chaplain Bebee. Sergeant Peterson is well known in the Army, where he performed 14 years' service. He has been on duty in the Inspection Division for 22 months, and served in the Philippines, also at Mitchel and Crissy Fields. He has traveled all over the United States in connection with the installation of the new Visual Inspection System. He contemplates a trip to Texas with his bride in the near future. Our best wishes to both.

MASTER SERGEANT CHAPMAN RECEIVES "CHENEY AWARD"

Master Sergeant Harry A. Chapman, 15th Airship Company, Langley Field, Va., on April 28th received from the hands of President Coolidge "the Cheney Award", in the presence of the Chief of Air Corps and other officials.

The "Cheney Award" was established in memory of 1st Lieut. William H. Cheney, Air Service, who was killed in an air collision at Foggia, Italy, January 20, 1918. The donors of this award are Mrs. Mary L.C. Schofield, Peterboro, New Hampshire, and Mrs. Ruth Cheney Streeter, of Morristown, New Jersey, the mother and sister of Lieut. Cheney. Mrs. Schofield and Mrs. Streeter have jointly set aside a trust fund of \$15,000, the interest accruing therefrom to be used to make up this award. It is to be bestowed annually by the Chief of the Air Corps for an act of valor or of extreme fortitude or self-sacrifice in a humanitarian interest which shall have been performed in connection with aircraft, but said act need not necessarily be of a military nature. The following are eligible to receive it: Officers and enlisted men of the Air Corps, Regular Army; officers and enlisted men of the Air Corps Reserve; the widow or next of kin in event of a posthumous award. Announcement of this award will be made on January 20th of each year, that date being the anniversary of Lieut. Cheney's death.

A die of suitable design has been made, and bronze plaques will be struck off each year that the award is made engraved with the name of the recipient as determined by the Cheney Award Board. In addition to this plaque, the award consists of a certificate of award and a sum of money which consists of the income from the trust fund after the necessary expenses in connection with the award have been defrayed.

First Lieut. William H. Cheney, at the age of 20, enlisted in the Signal Officers Reserve Corps on March 31, 1917, and graduated as an honor student from the School of Military Aeronautics at the University of Illinois on July 25, 1917. He was sent with the first group of American flyers to the Camp at Foggia, Italy, and on October 18, 1917, became the first American aviator to complete the Italian Military Flying Erevet. He was commissioned First Lieut., Signal Officers Reserve Corps, on November 3, 1917, and with two other officers was killed in an aerial collision in a fog on January 30, 1918. A special Order issued by his Commanding Officer stated "These were men who, on every occasion and in every way, showed their bravery, desire and eagerness to serve their country in all things and all ways. The great sacrifice of these brave young soldiers is not only an inspiration to the entire command and to the American Air Service at large, but also America's first offering in Italy to the great cause of the allied nations."

Master Sergeant Harry A. Chapman was one of the crew of the U.S. Army Airship Roma when it crashed and was destroyed on February 21, 1922. Fire broke out immediately after the airship crashed. Sergeant Chapman, with four companions, was entrapped in a canvas-enclosed compartment; escape through the usual exits was cut off by the flames. While the fire was raging Sergeant Chapman, with his knife, made an opening in the canvas through which it was possible for him to escape immediately with little or no injury to himself. Instead of doing so at once, this gallant soldier helped his four companions to take advantage of this exit before he himself left the fiery ruins. As a result of this action he was so severely burned before he could make his escape that for several days little hope was entertained for his recovery. Sergeant Chapman displayed great bravery and presence of mind under the most trying conditions and saved the lives of four other men while he himself was in the gravest peril.

Sergeant Chapman was commended for his conduct in orders by John J. Pershing, General of the Armies, but his act not having occurred in action was not at that time within the provisions of law authorizing decorations. He was accepted for enlistment in the Signal Corps at St. Joseph, Mo., October 18, 1916. In January, 1917, he was ordered to the Army Balloon School at Omaha, Neb., for City. He was promoted through the various noncommissioned grades, and in August, 1918, went to duty overseas. In October, 1918, he returned to Langley Field for duty, and later was transferred to the 8th Airship Company at El Paso, Texas. In November, 1920, he returned to Langley Field and was one of the Detachment of Air Service men which was sent to Italy for the purpose of studying the operation of the Airship ROMA. He assisted in its dismantling for shipment to this country and upon his return he assisted in its re-erection at Langley Field. He has served continuously in his present grade for nine years, and was stationed at Langley Field since the ROMA disaster, except for 11 months spent at Walter Reed General Hospital.

tal as the result of the injuries received in that accident. He is a superior soldier and an expert Airship Rigger.

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ROCKWELL AIR DEPOT EMPLOYEES ENJOY PICNIC

The Depot Supply and Station Supply Departments of the Rockwell Air Depot, Coronado, Calif., held a picnic recently at El Monte Oakes Park in the Cuyamaca Mountains. A picnic this time of the year is especially attractive when the hills are covered with the golden poppies of California. El Monte Oakes Park is adapted for large picnics, and the families turned out almost 100 percent.

All apparently enjoyed the games and festivities to the utmost. Many prizes were awarded, and although in some instances the articles might have been more useful to others than the winners, nevertheless none were refused. A pair of baby rubber panties, won by a "spinster" was generally conceded not such a bad article for her Hope Chest. The Warehouse Superintendent had the good fortune to win a brassiere, but it is doubted whether it is the size he wears. There were many other prizes equally useful.

The refreshments especially were worthy of mention, thanks to the Granary Keepers. There was no end of ice cream, to the delight of the kiddies. The coffee was extra good also; two of the storekeepers who were not used to such a potent beverage nearly succumbed after a few cups.

Such a gathering as this brings the families of the employees together who otherwise would not get acquainted, and creates a bond of good fellowship among the employees which, it is believed, not only is to the benefit of the employees themselves but to the Depot Organization as well. The Depot Supply Officer, Capt. C.E. Giffin, and his family, were present and enjoyed the fun along with the civilians.

A general picnic for the entire Depot Activity is being planned for May 23d.

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AIR CORPS PARTICIPANTS IN NATIONAL ELIMINATION BALLOON RACE

Three teams, representing the Army Air Corps, were selected by the Chief of Air Corps to participate in the annual National Elimination Balloon Race, to be held at Bettis Field, Pittsburgh, Pa., on May 30th next, under the auspices of the National Aeronautic Association. The teams are listed below, as follows:

- | | |
|----------------------------------|------------------------------------|
| 1. Captain Wm. E. Kepner, Pilot | 2nd Lieut. Wm. O. Eareckson, Aide. |
| 2. Captain Edmund W. Hill, Pilot | 2nd Lieut. Henry G. Fisher, Aide. |
| 3. 1st Lieut. Paul Evert, Pilot | 2nd Lieut. U. G. Ent, Aide. |

The personnel comprising the first two named teams are stationed at Scott Field, Belleville, Ill., where the Air Corps Balloon and Airship School is located. The members of the third team are stationed at Langley Field, Va.

Captain Kepner and Lieut. Eareckson participated in the National Elimination Balloon Race at Akron, Ohio, last year, and by virtue of covering 595 miles finished in third place amongst a field of 15 entries, thus earning a place in the Gordon-Bennett International Balloon Race, which was held at the Ford Airport, Dearborn, Michigan, on September 10th. This international event, in which 15 teams, representing the United States, France, Germany, Spain, England, Italy, Belgium and Switzerland participated, was won for the second consecutive time by an American team, the winning balloon "Detroit", which landed at Baxley, Ga., a distance of 745 miles from Detroit, being manned by E.J. Hill, pilot, and A.G. Schlosser, aide. Another American team composed of W.T. Van Orman, pilot, and W.W. Morton, aide, finished in third place, while a German team took second honors. Captain Kepner's balloon finished tenth, but he has hopes of better luck this year.

The balloons to be piloted in the National Elimination Balloon Race will be of 35,000 cubic foot capacity, which will be inflated with hydrogen gas.

As stated elsewhere in this issue of the News Letter, the International Balloon Race will be held on June 30th at the scene of last year's event and will be a struggle between 17 teams, three teams each representing the United States, Belgium, France and Germany, and one team each representing England, Switzerland, Argentina, Denmark and Spain.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Lieut.-Colonel Seth W. Cock, from duty as Air Officer, 5th Corps Area, Fort Hayes, Columbus, O., to Chanute Field, Rantoul, Ill. July 1, to assume command.

Major Robert E.M. Goolrick, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Fort Hayes, Columbus, Ohio, for duty as Air Officer, 5th Corps Area.

Lieut.-Colonel Jacob W. S. Wuest, upon completion of present course of instruction at Balloon and Airship School, Scott Field, Ill., to Langley Field.

Colonel Chalmers G. Hall, upon completion present course of instruction at Army War College, to Newark, N.J. for duty with Organized Reserves, Second Corps Area. Previous orders assigning him to Chanute Field revoked.

1st Lieut. Arthur J. Melanson relieved from duty in Office Chief of Air Corps, July 1, and to Chicago, Ill. for duty as Air Corps Procurement Planning Representative.

Captain Floyd N. Shumaker relieved as instructor Colorado National Guard, Denver, Colo., and to Crissy Field, Calif. for duty.

1st Lieut. Martinus Stenseth, upon completion of course at Cavalry School, Fort Riley, Kansas, to Selfridge Field, Mich.

Captain George W. McEntire, upon expiration tour of duty in Hawaii, to San Antonio, Texas, for duty with Organized Reserves.

1st Lieut. Stanton T. Smith from Little Rock, Ark., to Advanced Flying School, Kelly Field, Texas, July 1st.

Major Follett Bradley and Captain Robert C. Candee, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Langley Field, Va. for duty.

Major Eugene A. Lohman, upon completion present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Fort Sill, Okla.

Major Ralph Royce, upon completion present course of instruction at Command and General Staff School, to Selfridge Field, Mich.

Captain Lynwood B. Jacobs, upon completion present course of instruction at Command and General Staff School, to Office Chief of Air Corps, Washington.

1st Lieut. Edgar T. Selzer, Detroit, Mich., to Walter Reed General Hospital, Washington, for observation and treatment.

1st Lieut. Jesse A. Madarasz to Advanced Flying School, Kelly Field, upon completion tour of duty in Hawaiian Department.

Major Howard J. Houghland relieved from detail with Organized Reserves, 2nd Corps Area, and to Fort Omaha, Neb., for duty at Hqrs. 7th Corps Area.

1st Lieut. Willis R. Taylor from Crissy Field to Scott Field, Ill.

1st Lieuts. Charles P. Prime and Newton Longfellow from Mitchel Field, N.Y. to Office Chief of Air Corps, Washington.

Captains Robert Oldys and Laurence F. Stone, upon completion present course of instruction, Air Corps Tactical School, to Langley Field for duty.

1st Lieut. LeRoy A. Walthall, Brooks Field to Crissy Field, Calif.

Promotions:

2nd Lieut. Leslie P. Holcomb to 1st Lieut., rank from March 16, 1928.

2nd Lieut. Joseph H. Hicks to 1st Lieut., rank from April 8, 1928.

Relieved from Detail to the Air Corps:

2nd Lieut. Joseph Gonahl to Field Artillery, 2nd Div., Ft. Sam Houston, Tex.

2nd Lieut. Ronald I. Pride to Field Artillery, 2nd Div., Ft. Sam Houston.

1st Lieut. William D. Schas to 25th Infantry, Fort Huachuca, Ariz.

2nd Lieut. Frederick E. Day to 51st Coast Artillery, Fort Eustis, Va.

2nd Lieut. Farmer W. Edwards to 62nd Coast Artillery, Fort Totten, N.Y.

1st Lieut. Gustavus F. Chapman to 3rd Motor Repair Battalion, Q.M.C.,

Normoyle Q.M. Depot, San Antonio, Texas.

Detailed to the Air Corps:

1st Lieut. Wm. P. Withers, Cavalry, to Brooks Field for flying training.

Transfers to the Air Corps:

2nd Lieut. John W. Bowman, Cavalry, April 11, 1928.

2nd Lieut. Richard H. Dean, Signal Corps, April 24, 1928.

Reserve Officers Relieved from Extended Active Duty:

2nd Lieut. Robert I. Hazen, Bolling Field, D.C.

2nd Lieut. James W. Carson, Marshall Field.

NOTES FROM AIR CORPS FIELDS

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San Antonio Air Depot, Duncan Field, Texas, April 25th:

The following airplanes and engines were overhauled and repaired at the San Antonio Air Depot during the month of March: Airplanes:- 5 DH-4M-1, 5 DH-4M-1T, 2 DH-4M-2, 4 DH-4M-2T, 1 DH-4M-2P, 3 PT-1, 1 NBS-1, 3 O2, 1 O2-B, 1 O2-C, 2 C-1-C, 2 AT-4, 1 PL-B, Total 31; Engines:- 87 Liberty, 27 Wright E, Total 114.

Lieut. Harry A. Halverson, of this Depot, returned April 9th from a leave of absence since March 12th.

Mr. Elmer J. Briggs, Airplane Engine Inspector in the Engineering Department of this Depot, returned here April 4th from a tour of temporary duty, visiting the Wright Aeronautical Corporation, Paterson, N.J.; the Pratt & Whitney Aircraft Company, Hartford, Conn.; the Curtiss Aeroplane & Motor Corporation, Buffalo, N.Y.; and the Stromberg Carburetor Factory at Chicago, Ill., in a study of methods of manufacture and repair of engines.

Mr. Robert J. Neff, Junior Electrical Engineer, of Wright Field, who was on a short period of temporary duty at this Depot in connection with Ruggles orientator work left here April 5th for his home station.

Mr. Parker D. Cramer, Divisional Inspector (11th District), of the Aeronautics Bureau, Department of Commerce, was a visitor at this station on April 16th, 17th and 19th, for the purpose of giving the examination for Department of Commerce licenses for airplane pilots and airplane mechanics, for which examination there were a number of applicants from this station and from Kelly Field.

Lieut. R.V. Ignico, Depot Supply Officer, and Lieut. A.W. Vanaman, Chief Engineer Officer, of this Depot, made a cross-country trip on April 16th to Houston, Texas, thence to Fort Crockett, Texas, returning here April 17th, for the purpose of conference at those points regarding Air Corps supply problems and maintenance of equipment questions.

A most pleasing and successful function was given by the Duncan Field Officers' Club, in the Club Building at this Depot, on the evening of April 24th, in the form of a Buffet Supper, followed by a Card Party, held in honor of recent arrivals and prospective departures among the officers at this station.

On the evening of April 13th, the Duncan Field Civilian Club held its April Entertainment, in the form of an open-air basket lunch, dancing, etc., at Koehler Park, San Antonio, which was largely attended and proved most enjoyable.

Marshall Field, Fort Riley, Kansas.

The participants in the All Kansas Air Tour were guests of Fort Riley, April 4th and 5th. Twenty-seven Commercial planes of various types, including the Tri-motored Ford Plane, "Standolind" were present. Governor Paulen, of Kansas, took an enthusiastic part in the tour. He was present at Wichita when the flight took off on April 2nd, and accompanied it until it finished its escapade in Wichita one week later. The tour as a whole was satisfactory according to reports, even though a few ships failed to complete the round trip.

The 16th Observation Squadron accepted an invitation from the Chamber of Commerce of Atchison, Kansas to pay them an overnight visit on April 5th. Needless to say, the Atchison Chamber of Commerce are first rate entertainers. Our boy friend, Charley Skow, kept the Caissons rolling throughout the night.

During the first visit of the All Kansas Air Tour at Marshall Field, strong winds hampered flying and did considerable damage throughout Kansas. A Travel Air Biplane was torn from its stakes and did a perfect loop about twenty feet from the Photo Hut, but failed to recover from its inverted position before it hit the ground. The Coroner pronounced it a "Washout". A portion of the sheet metal was blown from the Second Hanger, while it was undergoing repairs.

Lieut. Stenseth flew to his home in Minneapolis over the Easter Vacation. He reports crops looking fine and so forth.

It was with much regret that we bade farewell to Lieut. O'Connor who is being transferred to March Field. Pat was granted a 45-day leave and immediately took off for little old New York, driving to March Field via the big City.

A brand new Aviatrex was brought into the Air Corps. April 8th, Lieut. and Mrs. Jack Munson are the proud parents.

18th Pursuit Group, Schofield Barracks, T H., April 3rd.

We note in a recent issue of the Air Corps News Letter the startling statement, sponsored by our Oahued friends from Luke Field, that one of their model 1901 Bombers chased three pursuit ships from Wheeler Field out of the blue Hawaiian skies. What a wise crack that turned out to be. The fact of the matter is that the Gentlemen pilots of Wheeler Field were merely trying to show the dear old bomber the way back to Luke Field, for it, the bomber, was wandering aimlessly around the sky "apparently lost", and looking for a place to squat. The next thing we expected to hear from Luke Field is the claim that they are doing outside loops with their Bombers and Amphibians in formation.

Two more of our hard working Officers received their orders for the mainland and will be greatly missed. 1st Lt. Cecil E. Archer departs for Wright Field and 2nd Lt. Walter L. Wheeler goes to March Field to bask in the California sunshine.

Sand Point Airdrome, Seattle, Washington, April 16th.

Somebody is always taking the shine out of the sun, or the moon out of moonshine, and leaving life flat and tasteless. Just about the time we get all hopped up over the fact that we were able to run up a total of 75 hours on our one lone PT-1 for the short month of February, with our between 50 and 60 pilots, along comes the News Letter from the War Department telling about the Boston Airport feeling neglected with their THREE PT-1s, 1 DH-4B, 1 O2 Mail Plane, Vought and Curtiss A-3 and eleven enlisted men. They were blowing the old "I'm Good" bugle because they ran up around 90 hours for the month.

With that flock of equipment to be divided between 20 and 30 reserve pilots and five regular air officers and eleven enlisted men to look after it and then beefing! Try dividing time on one lone PT-1 between 50 to 60 would-be pilots, with one civilian mechanic to look after it, police the hangar, keep stock room, do all overhauling, repair, cleaning, etc., etc., and you will think of the "good old days" of 1917-18 when a 20-minute hop was considered a cross-country trip.

But at that we are carrying on at Sand Point. The Navy has a real outfit with plenty of planes, both training and service, a quarter of a million dollar building program and some jam up good fellows - despite the fact that their goodness does not include even a short hop for an Army reserve. Sand Point is also the test field for the Boeing Airplane Company's factory in Seattle and we, at least, get to see some real flying, even if we don't get a chance to do much of it.

Incidentally, Boeing is turning out five big three Pratt-Whitney motored fourteen passenger commercial jobs for the Boeing Air Transport line to use between San Francisco and Chicago, starting around the first of June. One of these is being fitted up as the private "Air-Yacht" of W.E. Boeing, the active president of both the Boeing Airplane Company and the Boeing Air Transport Company. Incidentally, Boeing has just taken over the Pacific Air Transport Company, operating the Seattle-Los Angeles air mail lines, giving him some 6,000 miles per day operation. These planes will be tested from Sand Point and your plush-lined Cadallacs and nickle plated Pullman cars will have to take a back seat when they take the air, for they not only have the power but the trim and comfort that you have been dreaming about in air passenger planes.

The Seattle Air Force Club is taking no chances of letting a Kee Wee into the organization, for they have rigged up a synthetic orientator that is to the original Ruggles torture machine what synthetic gin is to the pre-war variety--~~etc.~~, built on the same principle but much more uncertain, more liable to prove fatal and sudden in operation. An old hot-shot booster is used to add zest to the action of the victims.

All told, the Sand Point bunch are still knitting, but it does rile our dispositions to hear some of the boys beef about lack of equipment with six ships and eleven men to less than 35 pilots, when we are trying to keep our spirits up with one ship and one civilian mechanic to 60 pilots. Oh, Gosh!

France Field, Panama Canal Zone, April 7th.

Upon the recent arrival of His Eminence, Cardinal Patrick Hayes, aboard the yacht "Warrior", Chaplain Carroll of France Field met him and escorted his party to France Field, where he received a review of the military air forces. While at the field he addressed the enlisted men and attended a tea given by the officers and ladies of the Post.

War! All of the troops of the Canal Zone are having their field maneuvers, and, of course, France Field is busy locating the enemy and dropping messages to the various units of the home army. We are flying both night and day. The anti-aircraft has been extremely active this month with their searchlights, and it has been necessary to send planes on the Pacific and Atlantic entrances to the Canal for spotting purposes.

The U.S.S. "Los Angeles" arrived at France Field at 9:35 p.m. February 27th, making the non-stop flight from Lakehurst, N.J. at a speed of 53 miles an hour. She left on the return journey at 10:00 a.m. the following day, with Lieut. Don L. Hutchins, of this station, as a passenger. Their next stop after leaving France Field was the U.S.S. "Patoka", stationed at Cuba. The "Los Angeles" arrived home March 2nd.

Lieut. Stinson and Sgt. Westover in a DH, accompanied by Lieut. Pearcy in a PW-9, flew on March 12th to San Blas. On the same date Lieut. Cronau and Lieut. Davidson were called from France Field to David on an errand of mercy. Lieut. Davidson flew Mr. Canera, a sick man, back to the Isthmus in the hospital ship.

It is understood that Lieut. Harbeck has requisitioned a diver's suit and a pair of submarine wings since his last trip to San Blas. No one knows the reason why or how it happened that he put his amphibian 100 feet below the surface of the waves.

The following cross-country flights were made by personnel of the field:

Lieut. Davidson in the Douglas Transport, with Sgt. Keever and Mr. Molina as passengers, and Sgt. Desoit in a DH with Pvt. Cooley to David; - Lieut. Parker and Lieut. LeBrou took two DH's to David and brought back Mr. Jurado and Mr. Gray as passengers -- Lieut. Williams and Lieut.-Col. Fisher flew to Chorera to inspect a new landing field -- Lieut. Bailey with Lieut. Welch and Lieut. Park with Sgt. Berg flew two amphibians to San Blas -- Lieuts. Parker, Williams and Pearcy flew three PW's to San Blas -- Major Dock with a passenger and Lieut. Williams with Lieut. Lewis took two DH's to David -- Major Dock and Colonel Fisher made a trip to David in the Morse 06 -- Lieut. A.E. Jones and Captain Connell, with Sgt. Gard and Pvt. Parker as passengers, took two Martin Bombers to David. Lieut. Park with Capt. Jarron and Corp. Taylor in the Transport accompanied them -- Captain Connell and Lieut. Howard flew two Martins to Anton -- Lieut. Ballard with Mr. Rose, Lieut. J.N. Jones with Mr. Hitchens and Lieut. Bailey with Lieut. Bushey journeyed to San Blas -- Lieut. Ballard with Sgt. Schaffer in an Amphibian, accompanied by Lieut. Williams in a PW-9, hopped to San Blas. On the same day Lieut. Martin in a Martin Bomber flew Sgts. Lucy, King and Raymond to Anton -- Captain Connell and Lieut. Davidson flew two Martins to Anton -- Major Dock and Lieut. Harbeck journeyed to Chorera to check up on the war in that section of Panama. They must have found things very interesting there, for they returned to that place two days later -- Lieut. J.N. Jones took Colonel McManus, the Department Chief of Staff, to Chorera. On the same date Lieut. Pearcy in a DH took off for David to assist in servicing the planes of Mr. Davidson and General Fechet -- Lieut. Howard flew Governor Arosemena, of the province of Colon, to David to meet the distinguished guests coming from the States -- Lieut. Canfield, with Sgt. Scott, took a DH to David -- Lieut. Howard and five passengers in the Transport, and Lieut. Park with Mr. Berry, in a DH, flew to David to spend a few days.

Crissy Field, Presidio of San Francisco, Calif., April 26th.

A considerable amount of cooperative work was assigned the 91st Observation Squadron during the months of March, April and May. During March and April there have been weekly missions with the 30th Infantry, and with the 6th Coast Artillery on the 28th to 31st of March, and April 5th, 6th, 11th and 13th. The latter constituted the preliminary and record practices of 6-inch and 12-inch guns, including 12-inch mortars. Tow targets were used at sea, beyond the Golden Gate.

Kelly Field, San Antonio, Texas, April 21st.

The Air Corps Advanced Flying School opened its new chapel - an appropriate memorial to the departed members of the Air Corps - at 11:00 a.m. on Saturday, April 7th. The program was as follows:

Overture	Air Corps Band
Invocation	Chaplain J.H. McCann, U.S.A.
Air Corps Song	Mrs. H.H. George
Introductory Remarks	Major J.E. Chaney, A.C.
Address	Hon. C.M. Chambers, Mayor of San Antonio
Solo	Major E.C. Fairbanks, D.C.
Benediction	Chaplain J.H. McCann, U.S.A.
March	Air Corps Band

The new chapel was formerly the old chapel, but with a great deal of reconstruction and interior decorating. Chaplain J.H. McCann is responsible for this work. The chapel now appears as a real up-to-date Army chapel; in fact, it has been stated that it is the prettiest chapel in the Eighth Corps Area.

On Wednesday, April 4th, two golf teams representing Brooks and Kelly Fields met in a 20-man team match at Willow Springs Golf Course, the price of a dinner for all being the stakes. Modesty forbids our telling who won; anyhow several of the boys at Brooks will have to cut down a little on expenses this month. A very good time was had by all, including golfers, near-golfers, "were"-golfers, and non-golfers, the latter coming along as cheer leaders and gallery. After an excellent dinner, speeches (Yes, we had speeches), etc., the party broke up, everyone declaring that it ought to be a monthly affair. But as yet we have not heard from Brooks???

43rd Squadron: The students completed the transition period of this class and are now ready for the specialized training in Pursuit work. The class consisted of two groups, the first having finished the transition period on this type of plane ten days ago. Each class had to be divided into two periods because of the shortage of Pursuit planes.

With only fourteen AT-4's available for a class of about 22 students, it has taxed this organization to supply enough planes for this work. Out of the fourteen AT-4's, an average of thirteen have been in commission at all times since the class started, which speaks well for the personnel of this organization.

Rockwell Air Depot, Coronado, Calif., April 19th.

The Commanding Officer, Major A.L. Sneed, delivered a short address to the Reserve Officers of San Diego on April 5th on the subject of "Military Aviation". Approximately 80 officers were present, including Brigadier-General Ralph H. Van Daman, Commanding the 8th U.S. Infantry Brigade, with headquarters at Fort Rosecrans. The Reserve Officers' Mess is one of the most active luncheon clubs in San Diego.

Major Reuben H. Fleet, former Air Officer, but now with the Consolidated Aircraft Corporation, was a recent visitor to the Rockwell Air Depot. He left on April 16th for Los Angeles, via a Rockwell Field airplane piloted by Lieut. Ray H. Clark.

Captain C.H. Reynolds was a recent visitor here, stopping en route to Kelly Field with a new O3-H Douglas plane which he was ferrying from the Douglas plant at Santa Monica, to Kelly Field. He departed on April 11th.

Lieut. O.P. Gethlin, Jr., made a cross-country flight to Crissy Field on April 14th, for the purpose of representing Rockwell Field at the re-dedication of Mills Field at San Francisco. He left Crissy Field on the 16th, stopping overnight at Visalia, Calif., and returning to Rockwell Field on the 17th.

On April 13th, 1st Lieut. Ray H. Clark made a cross-country flight to Crissy Field in a PW-9C plane for the purpose of cross-country training, returning to Rockwell Field the same afternoon. On March 28th 1st Lieut. B.P. Dallas, in a PW-9C, made a cross-country flight to Crissy Field, returning the same day.

Lieut. Jack Greer, on April 8th, made a flight to Calexico, Calif., as a representative of the field at the dedication of a new airport at Calexico. He returned the same afternoon after the ceremonies.

Six hours flying per month have been allocated to the 63rd Coast Artillery (A.A.) except from April 29th to May 20th, when nightly tracking and searchlight missions will be executed at Palo Alto.

Captain A. I. Eagle and Lieut. G.A. Jones worked with the 6th Brigade, 3rd Division, on April 4th and 5th, at Fort Rosecrans, San Diego. On the 17th, 18th and 19th Lieuts. Goss and Smith carried out a series of attack and contact missions with the 7th Infantry at Vancouver Barracks, Washington, while, during the same period, Lieuts. Gardner and Farran adjusted heavy artillery gunnery at Fort McArthur, Los Angeles. The 76th Field Artillery and the 11th Cavalry at the Presidio of Monterey, have been having more or less deadly combat missions with straw enemies. The Air Force in this instance is being manned by Lieuts. Brown and Wilson, with base at the Del Monte polo field.

There remain to be accomplished missions with the 4th Infantry at Fort George Wright, Spokane, Washington, and Fort Missoula, Montana, and with the 38th Infantry at Fort Douglas, Utah, all in May.

Crissy Field's baseball team has been making a splendid showing in their service games, being now in third place, with only a game and a half separating them from first place. The boys have been equipped with new uniforms; they have the backing of the field and are showing the spirit of champions.

Eleven Navy planes from the Battle Fleet, anchored in San Francisco Bay, came down out of the fog and landed at Crissy Field on April 11th. They were attempting to make their way to the aircraft carrier LANGLEY out at sea, but the weather was too "soupy". The next day some of the pilots were taken into the Flight Surgeon's Office for a whirl in the chair while looking into Captain Ocker's "little black box", - after which they flew away again.

Many calls for speakers are constantly being received at these headquarters. These calls range from Portland to Los Angeles, and cover almost every variety of aviation subjects. The speakers have been Major Brant, Captain Eagle and Lieut. Barber.

Boston Airport, East Boston, Mass.

Speaking of airplanes, there are beaucoup of them at this place. The 101st Observation Squadron, Massachusetts National Guard, which is stationed here, has three O-11's and two PT-11's; a commercial company, eleven; and there are five privately owned ships. The Colonial Mail Transport flies from here using two ships, so in addition to the seven assigned to the Regular Army, it can be readily understood that there is much flying from here. Incidentally, applications have been filed with the State authorities by five additional companies for the erection of hangars at the Airport which, of course, will mean more planes. Within a year or two the Boston Airport should be one of the principal flying fields in the country. These hard-fisted New Englanders have given up fishing for flying.

A friend of Lieut. Duke, Mr. Chandler Hovey, an aviation enthusiast, recently donated \$1,000 to be used for improvements for the flying field. Work is being done now by filling in the North side of runway and covering with cinders. Of course, such donations are appreciated and shows the spirit of some people, yet \$1,000 is only a drop in the bucket. If about \$100,000 were turned loose something could be done.

Bolling Field, D.C., April 15th.

On the afternoon of April 2nd, Mr. Fred Stone, star of "Criss-Cross" which opened at the National Theatre in Washington on that date, landed at Bolling Field in his Travel Air plane, piloted by Johnny Champion. Mr. Stone said that he took to the air not only to save time between cities, but also that he might learn to fly for himself. Add one more booster to the already long list.

Bad weather again kept flying from being the joy that it should be in the Spring of the year, but at the time of writing Old Sol is doing his best and we look for a brighter future.

Practice formation flying is now the order of the day in preparation for the demonstration scheduled to be given by the personnel of this field on April 16th over the White House Ellipse. Of this more anon.

Langley Field, Va., April 5th.

The 2nd Bombardment Group, now in its third period of training is progressing rapidly. Among the units training with and making up the Group are: the 20th 49th, 96th, Bombardment Squadrons, the 59th Service Squadron and the 2nd Photo Section.

All Officers and enlisted men are enthusiastically accomplishing the flying and ground training designed to co-ordinate all the components in functioning as a single tactical unit, under the command of the Group Commander.

The two periods of the training program preceding this one were designed; first to train individual pilots and bombardment aircraft crews, second to train these in the functions of the squadron. Now all are training as a group, under its Commander.

Of the 550 hours and 35 minutes in the air during the month of March approximately 95 per cent of the time was flown in carrying out the Group Training Missions as prescribed by the War Department. The other time was flown in co-operation with the Navy, in its search for the lost Naval fliers, cross-country flights, ferrying aircraft and miscellaneous missions.

The Group training missions included, night and day formation bombing, single and formation navigation missions, both day and night, aerial gunnery, aerial reviews and other missions set out in the program.

The aerial reviews usually held on Saturday mornings, follow an inspection on the ground by the Group Commander. After the ground inspection all the Group aircraft take off in formation by squadrons. In the air, the squadrons immediately take up their respective assigned positions in the Group formation, which is then led over the flying field at an altitude of two hundred and fifty feet for review.

Night and day attack missions were flown by the Group against towns in the vicinity of Langley Field. During one of these raids the bombardment formations was attacked by pursuit airplanes furnished by the Air Corps Tactical School and styled 'enemy'. The object of the attacking pursuit was to break up the formation or single out and drive one at a time, the bombers from the formation.

The bombing formation traveled spaced in a manner which permitted the maximum machine gun fire protection directed on enemy coming in from any quarter. The A.C.T.S. leader reported that upon each attack the pursuit airplanes were within range of heavy cross machine gun fire from the bombers. It is believed that the 2nd Bombardment Group formation flown affords within itself the protection, ample to the successful accomplishment of these missions.

Difficulty was experienced by the squadrons in securing supplies, and a shortage of enlisted 'line' personnel was prevalent.

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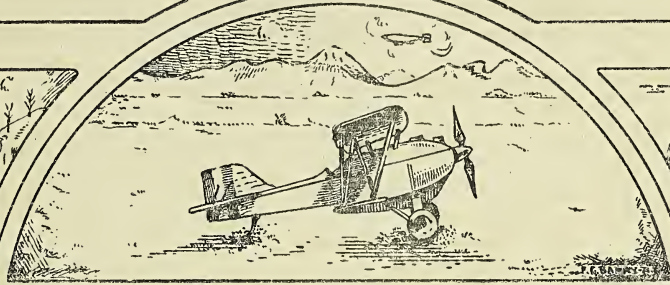
NOTICE TO AIR CORPS FIELDS

The News Letter depends on each Air Corps activity for contributions. Failure on the part of any station to send in news items is just that much of a handicap in the effort to make it an interesting and representative Air Corps publication. Several stations have been prone to "let George do it".

The following stations are invited to "come across" with contributions:

Brooks Field, Texas.
Dodd Field, Fort Sam Houston, Texas.
Selfridge Field, Mt. Clemens, Mich.
Wright Field, Dayton, Ohio.
Fairfield Air Depot, Fairfield, Ohio.
Mitchel Field, Long Island, N.Y.
Chanute Field, Rantoul, Ill.
Middletown Air Depot, Middletown, Pa.
Pope Field, Fort Bragg, N.C.
Fort Crockett, Galveston, Texas.
Scott Field, Belleville, Ill.

Please send in your contributions on the 1st and 15th of the month.



Air Corps

News

Letter



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C.

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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FURLOW BILL FAILS OF ENACTMENT

Due to a legislative jam in the Senate in the last hours of the first session of the 70th Congress, caused by the controversy engendered by the Boulder Dam Bill, no action was taken on the Bill, H.R. 12814, establishing a separate promotion bill for the Army Air Corps. This bill, therefore, is one of the many which remains the unfinished business of the Senate during the second session starting next December.

As reported in the last issue of the News Letter, the Furlow bill, after receiving the unanimous approval of the House of Representatives, suffered a major surgical operation at the hands of the Senate Military Affairs Committee in that all save the enacting clause of the bill was stricken out.

The substitute bill, submitted by Senator Reed, of Pennsylvania, reads as follows:

"That the aggregate number of commissioned officers of the Regular Army and Philippine Scouts on the active list shall not exceed the number now or hereafter expressly authorized by law, and all such officers, except officers of the Medical Department, chaplains, and professors, shall be designated as promotion-list officers. The number of promotion-list officers in each of the grades below brigadier-general shall be such as results from the operation of the promotion system prescribed in this act, and shall not be otherwise limited: PROVIDED, That except as otherwise in this act specifically prescribed, the number of promotion-list colonels, lieutenant-colonels, and majors shall not exceed 6 per centum, 8 per centum, and 26 per centum, respectively, of the maximum authorized number of promotion-list officers of all grades, and the number of promotion-list field officers shall not be less than 26 per centum of the maximum authorized number of promotion-list officers of all grades.

"Sec. 2. That, subject to such examination as shall have been required by authority of law, promotion-list officers in the grades of second lieutenant, first lieutenant, captain, major, and lieutenant-colonel shall be promoted to the respective next higher grade when their names appear first in their grade upon the promotion list, and when, under provisions of this act, they are credited with three, ten, fifteen, twenty, and twenty-six years of service, respectively: PROVIDED, That the promotion of lieutenant-colonels, majors, and captains credited with twenty-six, twenty, and fifteen years of service, respectively, shall be deferred so long as necessary to prevent the maximum percentages hereinbefore prescribed for the respective next higher grades being exceeded, and, in so far as necessary to maintain the prescribed minimum of field officers, captains credited with less than fifteen years of service shall be promoted in the order of their standing upon the promotion list.

"Sec. 3. That to provide the Air Corps for the time being with the minimum necessary number of colonels, lieutenant-colonels, majors, and captains, officers commissioned in the Air Corps in their respective next lower grades who are on duty requiring them to participate regularly and frequently in aerial flights may be temporarily promoted in the order of their relative standing upon the promotion list in such numbers as will cause the total number of officers then commissioned and serving in the Air Corps in the grade of colonel to be not to exceed 2 per centum, in the grade of lieutenant-colonel not to exceed 4 per centum, in the grade of major not to exceed 15 per centum, and in the grade of captain not to exceed 30 per centum, of the total number of officers commissioned in the Air Corps: PROVIDED, That no officer shall be temporarily promoted more than one grade. Officers in any grade serving under temporary commissions shall be in addition to the maximum limiting percentage for such grade hereinbefore prescribed in this act. Officers temporarily promoted under provisions of this act shall maintain their positions on the promotion list, shall not vacate their permanent commissions, shall be regularly promoted as prescribed in this act for all other

officers, and each temporary appointment shall terminate upon acceptance of the corresponding permanent commission. Officers of the Air Corps holding temporary commissions in any grade shall take rank in the Air Corps next after officers of the same grade regularly commissioned therein.

"Sec. 4. Length of service for promotion under this act shall be computed as follows:

First, each promotion-list officer originally commissioned in the Regular Army prior to July 2, 1920, without prior Federal commissioned service, whose active commissioned service shall have been continuous since acceptance of original commission, shall be credited with the full period from the date of such original commission;

Second, each promotion-list officer commissioned in the Regular Army or Philippine Scouts prior to July 2, 1920, who is not included in the category defined in the preceding subparagraph shall be credited with a length of service equal to that accredited to the officer of said category whose name appears nearest above his on the promotion list;

Third, each promotion-list officer originally commissioned in the grade of second lieutenant in the Regular Army or Philippine Scouts after July 1, 1920, shall be credited only with the period of service from the date of such original commission: PROVIDED, That each promotion-list officer not included in any of the foregoing categories and each officer of said categories whose original relative position on the promotion list shall have been changed or affected by sentence of court-martial, by special enactment, by discontinuity of his active service, or by suspension from promotion, shall be credited with such length of service for promotion as the Secretary of War shall determine to be appropriate to his relative position on the promotion list.

"Sec. 5. That all prior statutory provisions governing the termination of active service of officers shall, except as otherwise specifically prescribed in this act, continue in full force and effect and be administered as now provided by law: PROVIDED, That the limited and unlimited lists of retired officers of the Regular Army and Philippine Scouts are hereby merged into one list to be known as the Regular Army officers' retired list, which shall comprise the names of all such officers who shall have been lawfully retired from active service, and hereafter the number of officers who may be retired and carried on said list from time to time shall be such as shall result from the administration of the various statutes authorizing such retirement without other limitation: PROVIDED FURTHER, That, excepting section 190, Revised Statutes of the United States, all laws or parts of laws restricting the freedom of persons on the retired lists of the Regular Army, who are otherwise eligible to accept any civil office or employment, or affecting their retired status or retired pay on account of holding any civil office or employment and receiving the compensation thereof, are hereby repealed in so far as they apply to said persons; and any such persons who may be employed in any civil office or position under authority of the United States shall be entitled to receive the full compensation allotted to such office or position without regard to such person's retired pay: PROVIDED FURTHER, That when any officer of the Regular Army or Philippine Scouts shall have served thirty-five years or more, including all service counted toward eligibility for voluntary retirement under existing laws, including this act, he shall, if he makes application therefor to the President, be retired from active service and placed upon the retired list: PROVIDED FURTHER, That when any officer of the Regular Army or Philippine Scouts shall have served forty years as a commissioned officer in active service in the Army of the United States, or is sixty years old, he may without action of a retiring board, be retired from active service, at the discretion of the President, and placed upon the retired list: PROVIDED FURTHER, That in computing eligibility for voluntary retirement of officers of the Army each officer shall in addition to all service now credited under existing laws be credited with additional constructive credit equal to one-half the time, if any, that he shall have been actually detailed to duty involving flying except in time of war: PROVIDED FURTHER, That flying officers of the Air Corps who become physically disqualified for flying duty shall be eligible for retirement for physical disability.

"Sec. 6. That during each fiscal year promotion-list officers who were originally appointed in the Regular Army or Philippine Scouts prior to July 1, 1920, or as of that date, may file applications to be transferred from the active list in the manner hereinafter provided, and the President is hereby authorized, on or before June 30 of each fiscal year, to designate for transfer from the active

list from among such applicants who shall have been recommended for such transfer by a board of general officers such number as shall not exceed 1 per cent of the maximum authorized number of promotion-list officers of all grades.

"Officers designated for transfer from the active list under provisions of this section shall be ordered to their homes as soon as practicable after such designation and, upon expiration of such leave of absence with full pay as may be granted under existing law, shall be transferred to the retired list with retired pay at the rate of $2\frac{1}{2}$ per cent of active pay, multiplied by the number of complete years of service, but not exceeding thirty years, with which credited for pay purposes, excepting non-Federal service: PROVIDED, That each computation of service and pay of an officer designated for transfer from the active list under this section shall be as of the date of such designation: PROVIDED FURTHER, That any officer originally appointed in the Regular Army as of July 1, 1920, at an age greater than forty-five years, may, if he so elects, in lieu of retired pay at the rate hereinbefore provided, receive retired pay at the rate of 4 per cent of active pay for each complete year of commissioned service in the United States Army, not exceeding 75 per cent of active pay.

"Officers designated in any fiscal year for transfer from the active list shall, for purposes of computations under provisions of this act, be deemed to have been transferred from the active list during the fiscal year in which designated, notwithstanding the deferment of separation as herein authorized.

"Sec. 7. That except as specifically provided in this act, nothing therein shall be held or construed to discharge any officer from the Regular Army or to deprive him of the commission which he holds therein, or to reduce the rank or pay, active or retired, of any officer therein. The provisions of this act shall be effective beginning July 1, 1928, and all laws and parts of laws, in so far as the same are inconsistent herewith or are in conflict with any of the provisions hereof, are hereby repealed as of that date."

In the Senate Committee report, accompanying this bill, it is stated:

"In the consideration of this measure the committee has considered the efficiency of the Army as a whole as well as of the Air Corps. It has concluded that the best interests of the national defense will be served by general legislation for the improvement of the well-known unsatisfactory promotion situation in the Army, in the benefits of which the Air Corps will share.

"The general legislation proposed by the committee will avoid the complete separation of the Air Corps from other branches of the Army and the ill effects that the committee believes would be inevitable with such great disparity in promotion as would result from enactment of H.R. 12814 alone and in the form in which it reached the committee.

"The amendment proposed by the committee will eventually entirely meet the needs of the Air Corps for officers of the higher grades and will partially meet that need immediately. To meet fully the immediate needs of the Air Corps for officers in the higher grades the committee has made provision for the temporary promotion of flying officers.

"Thus it is believed that in so far as the Air Corps is concerned the committee amendment fulfills the basic purpose of the original bill. It does so in a manner believed far better in the interests of the national defense than the original provisions whereby a physical separation of the single promotion list and the extraordinary promotion of the Air Corps would have caused great resentment throughout the Army and would have been inimical to the efficiency of arms of the national defense that should cooperate to the highest degree.

"The committee is not unmindful of the wearing effect of long-continued flying and of the necessity of some outlet for worn-out flyers. It has accordingly made flying officers eligible for retirement when no longer physically qualified for flying duty and has provided that in the operation of the general voluntary retirement laws of the Army flying time be credited as one and one-half times its actual duration. Thus 20 years of flying is deemed equivalent to 30 years of non-flying service of other officers.

"In preparing the proposed amendment the committee has given due consideration to all of the various measures that have been recently introduced and discussed relative to promotion in the Army and in the Air Corps. It has sought to bring together and apply all of those basic principles embodied in the bill H.R. 12814 passed by the House, in recommendations made by the War Department, in the bill (S.3089) recently reported out by the Senate committee, and in the minority report thereon, that are deemed to be in the interests of the national defense. It has eliminated all controversial and minor matters, such as the rearrangement

and breaking apart of the Army promotion list, the system of examination for promotion, the creation of a general personnel board, and others that are merely incidental to the relief of the critical promotion situation now existing and that may well be deferred for separate consideration.

"In its present form the bill is believed to cover satisfactorily the basic and urgent requirements of the Military Establishment and to do so in a conservative and economical manner.

"An analysis of the proposed amendment follows:

"Section 1: This section defines as "promotion-list" officers all of those officers borne upon and promoted in accordance with their positions on the single promotion list.

"It prescribes limitations upon the numbers thereof in the higher grades, i.e., colonels, 6 per cent; lieutenant-colonels, 8 per cent; majors between 13 and 26 per cent. This section corresponds to and embraces the principle of section 1 and part of section 3 of S. 3089, and of section 1 of the proposed minority substitute therefor.

"Section 2: This section prescribes the normal schedule of promotion to apply to all promotion-list officers. The schedule is to first lieutenant after three years of commissioned service, to captain after 10 years, to major after 15 years, to lieutenant colonel after 20 years, and to colonel after 26 years.

"It harmonizes the various schedules proposed in all other bills.

"Section 3: This section prescribes that temporary promotion for Air Corps officers that is essential to meet the needs of the Air Corps for officers in the higher grades. It embodies the basic principles of H.R. 12814 without causing a separation of the present single promotion list. It is a satisfactory substitute for sections 1 and 2 of H.R. 12814.

"Section 4: This section prescribes the method of crediting service for promotion, embodying the principles of both S. 3089 and the proposed minority substitute therefor.

"Section 5: This section contributes to the acceleration of promotion and reduction of the World War hump by providing for full use of existing retirement laws with such amendments as will make them more effective. It also provides for a reasonable credit toward retirement for the flying service of Air Corps officers and for retirement of those physically disqualified for flying.

"The section embodies the principles of S. 3089, of the proposed minority substitute therefor, and of section 3 of H.R. 12814.

"Section 6: This section contributes materially toward reduction of the World War hump by affording an opportunity for voluntary retirement of officers, with graded retired pay. It corresponds in principle to S. 3089 and to the proposed minority substitute therefor.

"Section 7: This section prescribes that the act be effective July 1, 1928, and repeals all conflicting laws."

The following amendment to the bill (H.R. 12814) was intended to be proposed by Senator Black:

"Sec. 8. That the Secretary of War be, and he is hereby, directed to cause the promotion list created pursuant to the provisions of section 24a of the Army Reorganization Act of June 4, 1920, to be revised and rearranged in the following respects and particulars: Persons appointed as captains, first lieutenants, or second lieutenants under the provisions of section 24a of the Army Reorganization Act of June 4, 1920, shall be placed in the respective grades to which they were originally appointed, according to commissioned service rendered between April 6, 1917, and November 11, 1918, among the captains, first lieutenants, and second lieutenants, respectively, of the Regular Army and Philippine Scouts as of June 30, 1920, who were originally appointed since April 6, 1917, according to commissioned service rendered by them between April 6, 1917, and November 11, 1918, and where such commissioned service is, or was, equal the officers shall be arranged in their respective grades according to age, the oldest first: PROVIDED: That any captain or first lieutenant of the Regular Army as of June 30, 1920, who is now in a permanent grade lower than then held shall, in such rearrangement, be considered to be in the grade now held: PROVIDED FURTHER: That intra-class relative arrangement and contiguity of each United States Military Academy class within such rearrangement shall not be disturbed, each class being treated for the purpose of this rearrangement as a unit and as in the permanent grade held by the majority of the class on June 30, 1920, and as of the age of the oldest member of each class."

The Furlow bill was considered on the floor of the Senate on May 23rd, and the following debate ensued thereon:

MR. ROBINSON of Arkansas: Mr. President, I think this bill should be considered and acted upon by the Senate. I desire, however, to bring to the attention of the Senate the fact that the original bill as it passed the body at the other end of the Capitol, H.R. 12814, aimed to correct what is alleged to have been the injustice that has long been recognized as existing among the Air Corps officers. The House Committee on Military Affairs made a prolonged study of the personnel of the Air Corps. They reported this bill. A similar bill was introduced in the Senate. The House of Representatives on May 7, I think, passed this bill unanimously. The Senate Committee on Military Affairs struck out the entire House bill, and inserted other provisions only remotely related to the subject matter of the original House bill.

I point out the fact that the House bill had the approval of the Secretary of War, the Assistant Secretary in Charge of Aviation, the Chief of Staff, the Chief of the Air Corps, and I think it has also the practically unanimous indorsement of fliers throughout the country. Colonel Lindbergh appeared before both the Senate committee and the House committee and made a general statement in support of the purposes of the bill. He did not attempt to analyze the details of the bill, but was in hearty accord with the intention to create a separate promotion list.

I wish to inquire of the Senator from Pennsylvania whether he can not see his way clear to retain the House provision?

MR. REED of Pennsylvania. Mr. President, there is very much in the idea of the House committee and the original bill that is meritorious, and we tried to preserve that in the Senate substitute; but we were all convinced that we could do no worse service to the Air Corps than to give it a separate promotion list, distinct from the promotion list of the rest of the Army.

We have tried to retain, and have retained, in the Senate substitute, the items of compulsory promotion after a certain number of years of service, and we have also, as the Senator will see in Section 3, given to the Air Corps the necessary number of higher ranking officers by temporary promotions which will fill the gaps of which Colonel Lindbergh spoke. He appeared also before the Senate Committee, and with his main thought we were all of us in sympathy, but we all decided that it would be doing a poor service to the Air Corps to single it out as the peculiar beneficiary of special promotion legislation.

I might say to the Senator that the substitute bill which is reported for the Furlow bill met with the unanimous approval of the members of the Committee on Military Affairs. We differ in our views about details, but on this substitute we are unanimously in accord.

MR. KING. Mr. President, will the Senator yield?

MR. REED of Pennsylvania. I yield.

MR. KING. I am compelled to state to the Senator -- and I do it with much regret -- that the junior Senator from Alabama (Mr. Black) was detained, and he asked me to object to this bill. I forgot it, and I am just reminded by Colonel Halsey of my promise that if the bill came up I would interpose an objection.

THE PRESIDENT pro tempore. Objection being interposed, the bill will go over.

MR. REED of Pennsylvania. Mr. President, if the Senator will permit me, before we go to the next bill --

MR. KING. I withhold my objection.

MR. REED of Pennsylvania. The Senator from Alabama is in hearty accord with the provisions of the substitute bill, but he wishes to offer an amendment to it, adding to its provisions, not changing them, but adding to them, and in his absence I have nothing to do but to acquiesce.

MR. KING. I hope the Senator will pardon me for interposing the objection.

MR. FLETCHER. Mr. President, the Senator may state also that this substitute meets with the approval of the Air Corps.

MR. ROBINSON of Arkansas. That is not the information which has come to me.

MR. BLAINE. Regular order!

THE PRESIDENT pro tempore. The clerk will report the next bill on the calendar. The Senator from Arkansas can continue to hold the floor, however.

MR. ROBINSON of Arkansas. I wish to conclude my statement. Of course, if the Senator from Wisconsin insists, I shall wait until the next bill is called before I conclude my statement, but I apprehend he will not take that course.

My information is that the Air Corps would prefer the substitute to no

legislation, but that they have never abandoned their advocacy of what is known as the Furlow bill. They favor that, and they would like to see it passed. If I am incorrect about that, the Senator from Pennsylvania can say so.

MR. REED of Pennsylvania. I think the Senator from Arkansas has stated the facts exactly, but the committee tries to look at it from the standpoint of the Army as a whole, and we are convinced that it would not be for the interests of the Air Corps to adopt the Furlow bill without a change.

Senator Reed attempted to bring the Furlow bill up for consideration on May 26th, but objection was interposed by several members of the Senate, and for a time the bill was held over. Later Mr. Reed moved that the Senate proceed to the consideration of H.R. 12814. The yeas and nays were ordered, and the result was 16 yeas and 51 nays, 27 not voting, so the motion of Mr. Reed was rejected.

What the prospects are for the passage of the bill at the next session of Congress it is impossible to say. Time alone will tell.

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FISH TREATED TO AN AIRPLANE RIDE

By A. M. Jacobs

Some 27,000 fish accompanied Lieut. G.P. Tourtellot from Selfridge Field, Michigan, to Wright Field, Dayton, Ohio, on May 10th. No, "Turk" was not resorting to "fish stories", nor were they, in this case, a mental condition. They were real baby brook trout.

Bright and early on the morning of the tenth, "Turk" took off in the Fokker C-2 Transport for Selfridge Field, where upon arrival twenty 10-gallon cans were put aboard the plane. In the tins rode the 27,000, fresh from the Government Fish Hatcheries of Michigan. "Turk" piloted them to Dayton, landing at Wright Field at about 3:00 p.m. At the field waited a lot of small boys in grown-up attire, eager to help deposit the newcomers in the streams of Wright Field, which are tributaries to the Mad River. Motion picture and news reel representatives were on the spot to photograph the proceedings, for it was the first time fish had ever been treated to an airplane ride. It was also interesting to find that, as a result of the new mode of transportation which shortened considerably their time of incarceration in the tins over any other mode that had ever been employed for a like distance, very few deaths had occurred. Usually when such quantities are sent from place to place almost half the number are lost.

We have not so far caught the boys digging for angle worms or venturing forth with line and rod. Perhaps they're going to give the little things time to grow. But a certain intentness has been noticeable in the inquiries concerning those fish, and we shouldn't be surprised if the wilds of the Mad River became somewhat more cultivated a little later on in the season.

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GENERAL GIBBS VISITS THE MATERIEL DIVISION

Major-General George S. Gibbs, Chief Signal Officer of the Army, recently visited Wright Field for the purpose of inspecting Signal Corps work carried on at the field and equipment, especially that concerned with radio in its application to air work. General Gibbs spoke of himself as being a "new general", his appointment dating only from January first of this year, and being new, he said he had decided to get into actual touch with the various phases of Signal Corps work being carried on throughout the country. Wright Field was one of a series of stops on a tour which had also included Atlanta, New Orleans, San Antonio, El Paso, Los Angeles, San Francisco, Seattle, Salt Lake City, Denver, Kansas City, Fort Leavenworth, Omaha, Minneapolis, Madison and Chicago. He spoke of the interest of Seattle as a Signal Corps center, since there is situated there the headquarters for the operation of the only communication systems in existence for the whole vast territory of Alaska, all under the direction of the Signal Corps.

General Gibbs was most interested in the Materiel Division "Flying Laboratory" for radio experimentation, and considered the work being carried on within it of the utmost importance. There could be no practical radio development for

air work without such a plane for experimental purposes, he said. During the day he was given a flight in it, holding a two-way conversation with the ground by radio telephone. The radio beacon was also demonstrated for him and he declared it a positive guide over the course they flew.

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ONE PERFECT FLIGHT

By A.M. Jacobs

A new Fokker passenger plane, built for the Western Air Express Company for use on a commercial air route between Los Angeles and San Francisco, took off from Wright Field, Dayton, Ohio, May 15th, carrying in addition to the regular crew who were ferrying the plane through to the coast Lieut. and Mrs. Curtiss Moffat, of Wright Field, and several local passengers, among them the writer.

It was one of those spring mornings when it was good to be alive and better to be in the air. At 2,000 feet the big plane rode triumphantly without a quiver, allowing those within the cabin to move about sociably and to investigate all those details devised especially for the safety and comfort of transporting passengers by air. In many ways other than size, this big F-10, powered with three 400 h.p. Wasp engines, struck us as being superior to its younger sister, the Wright tri-motored F-7. Three-bladed instead of two-bladed steel propellers are used for the purpose of reducing engine vibration. It seemed to work, for no vibration whatever was apparent in the cabin, which was further insulated with balsa wood for the same purpose and also to shut out the noise. The latter, indeed, seemed much diminished and, although comfortable conversational tones were rather drowned out, one could talk, and the necessity one felt in the F-7 for stopping the ears with cotton was non-existent here even with the high-powered motors.

Hugh Wells, the Western Air Express pilot, invited Lieut. Moffat to share the cockpit with him, the control wheel being capable of being pivoted quite easily from one to the other. There was a certain beauty in the extremely slight amount of control necessary for cruising at 110 miles an hour at 2,000 feet. A hand on the wheel, a slight turn now and then away from neutral aileron adjustment - certainly nothing as great as the motorist's efforts at the ordinary driving speeds on the ground. The cabin chairs were by far the most comfortable we had ever struck in an aerial conveyance, deep, well-cushioned, and with nice support for the back. One could imagine napping in them for comfortable hours without distressing cricks in the neck.

The F-10 carries twelve passengers, not including the two pilots. We were told extra chairs could be added for four more. It is planned to serve lunch to passengers during flight when in regular operation. The plane will cut to four hours a journey which the fastest trains make in twelve. We rather envied California those planes. They almost convinced us that that mythical day of air passenger transportation might really have dawned in this country at last.

Mr. Ide tells us that in Europe they are muffling out noise almost completely in the newest passenger planes. That must be an early improvement here. High-powered motors in close proximity are such shattering things to nerves. Criticism of flying because of the noise has an element of unfairness, however, for certainly one does not hear complaint against the railroad on that score and not even comparative noiselessness has ever been attained in that field of transportation.

They put some of us down at Indianapolis. Clouds lowered ahead and the weather reports were not favorable. We had probably enjoyed the perfect portion of the day's flight, which D.R. Lane, in charge of the flight, hoped would take them to Kansas City by night. Beyond, the ship would probably be bumping and rolling in the rough air, and Pilot Wells and Lieut. Moffat would be busier at the controls. But we watched it take off, circle for altitude and head west into the storm with a lump in the throat, and we understood the sailor wanting to stick with his ship, no matter how turbulent the waters, to its journey's end, no other experience in life promising half the interest at the moment.

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V-5795, A.C.

CAPTAIN BAUCOM DIES IN AIRPLANE CRASH

Captain Byrne W. Baucom, Air Corps, surviving member of the famous team of "Erwin and Baucom," which during America's participation in the World War was known as the "terror of the Western front," was killed in an airplane crash near Douglas, Ariz., on May 30th. Captain Baucom, leader of a formation of three DH observation planes, was on a flight from San Antonio, Texas, to his post at March Field, Riverside, Calif., when forced to make a landing. As the plane came to earth the wheels struck an obstruction. The passenger, Lieut. Harry Leubberman, Cavalry, was thrown clear, and the ship turned over, bursting into flames. Captain Baucom was unable to extricate himself from the flaming ship.

The deceased airman was well known in Washington, having served two years in the Office Chief of Air Corps and for about six months at Bolling Field. He was detailed for duty at March Field on Sept. 25, 1927.

With Capt. Erwin, who lost his life while making a search over the Pacific for two contesting planes in the Dole race to Hawaii which had disappeared, Capt. Baucom emerged from the war with one of the most brilliant records obtained by any military aviator. As occupants of a two-seater observation plane, the scope of their operations, absolutely fearless and death-defying, became known to the enemy, and they were feared more than any other allied plane on the front. The two airmen - Erwin the pilot and Baucom the observer and machine-gunner - were inseparable companions. They carried out maneuvers which today are embodied in the new branch of military flying known as "attack aviation", although their primary purpose was to go in search of information. They stepped far beyond this theoretical purpose, and for their efforts were lauded in glowing terms by the government for setting up "an inspiring example of courage and devotion to duty." Both received the Distinguished Service Cross with Oak Leaf Cluster and the Croix de Guerre.

The "team" shot down eight enemy planes, but that was not their mission or purpose. Their determined duty was to harass ground troops with machine gun fire and small bombs; break up batteries; destroy lines of communication and obtain information as to the enemy's activities - all while flying along at a low altitude. Approaching a target, Erwin would dive and open up with his fixed guns in front, spraying the area in front of him. Then he would pull up in a zoom and Baucom in the back seat, operating two guns, would repeat the deadly rain of fire. These maneuvers they carried out in the Chateau Thierry and St. Mihiel offensives, flying under the worst possible weather conditions.

On one occasion they established contact with Infantry patrols and in the course of this procedure drove off two enemy planes about to pounce upon an American balloon. Then they attacked a German battery in face of a withering fire from the ground; dispersed the troops, killed a German officer seeking to escape on his horse and kept the other soldiers prisoners in their dug-outs until the arrival of the American soldiers.

In the Sedan, six days before the Armistice, they won their oak leaf clusters. Baucom, against the advice of experienced and superior officers, undertook a reconnaissance flight to obtain more information that he thought would be of much assistance to the American forces. Flying conditions were at their worst, but he and his partner pushed on at a perilously low altitude. Their plane was riddled with bullets. Baucom, while obtaining the desired information, "poured deadly fire upon the enemy troops," so a citation reads. Not satisfied with accomplishing the object of their mission, they dropped upon a detachment of German soldiers that were holding back an American advance and quickly scattered them, thereby giving the offensive troops a clear road. Then the engine quit working. At the low altitude they had to land instantly, and into a rock strewn field they went. Safe on the ground, they were soon attacked by the German infantrymen. Baucom, operating the machine gun, succeeded in beating off an attack by the enemy in force. With a revolver and German grenades which they found in an enemy emplacement, he and his observer worked their way back to the American lines with valuable information, repeatedly subjected to enemy fire on their way.

The Commanding Officer of the 1st Aero Squadron, recommending Captain Baucom for promotion, stated: "Since joining this Squadron, Lieut. Baucom has established for himself a truly remarkable record for bravery, perseverance and results. Easily one of the best observers in this organization, he is at the same time an Army officer of the highest order."

The death of Captain Baucom is a distinct loss to the service. The Air Corps News sends it condolences to his bereaved family.

THE RELIEF FLIGHT TO THE FAR NORTH

Two Amphibian airplanes took off from Bolling Field at 4:45 p.m. on May 11th for Miller Field, Staten Island, N.Y., one being piloted by Lieut. Muir S. Fairchild, with Major-General James E. Fechet as passenger, and the other by Captain Ira C. Baker, flying solo. The purpose of the trip was to pick up Mr. Fred Melchoir, Junkers pilot, and transport him to Greenly Island, where the Trans-Atlantic plane "Bremen" landed some weeks before.

The plan proposed was to fly the two Amphibians to Greenly Island and, if it was found on arrival that a landing would be impossible on account of floating ice, to drop Mr. Melchoir in a parachute so that he might fly the "Bremen" from its icy resting place.

The airmen landed at Miller Field at 7:00 p.m. the same evening, where they were joined by Mr. Melchoir, and proceeded the next day to Boston and from there to St. Johns, New Brunswick, N.S. Here disaster overtook them, for Lieut. Fairchild was taken seriously ill, and it was necessary for General Fechet to request a relief pilot from Bolling Field.

Lieut. Elwood R. Quesada was selected to fill the gap, and he left Bolling Field at 10:45 a.m. on the 13th in an O-1, piloted by Major Howard C. Davidson, Post Commander, arriving at Boston Airport at 3:55 p.m. the same day. Here he was immediately transferred to an Amphibian plane, piloted by Lieut. Richard E. Cobb, who was in readiness to take off as soon as the transfer was completed. Leaving Boston at 4:00 p.m., they landed safely at St. Johns at 7:45 p.m.

From St. Johns the airmen hopped to Pictou, N. S., where they were delayed for some time by bad weather. When the weather cleared, they left for St. Georges, N.F., from which point the last leg of the relief flight carried them to a point on the mainland, near Greenly Island, to which the Bremen had been moved. Floating ice prevented a landing, and consequently Mr. Melchoir used his parachute, landing safely close to the Bremen. "We saw him get up and walk off, waving to us," General Fechet stated later. "It certainly was a beauty of a parachute shot. The Captain landed his man within 100 feet of the Bremen, in one of the best landings by parachute I have ever seen. We didn't have much time to observe at ninety miles an hour, even at 150 feet, but we thought the Bremen looked on the outside to be in excellent condition."

After observing Melchoir's safe landing near the Bremen, the Army planes returned to St. Georges, N.F. From there they flew back to Pictou, N.S. to await the expected arrival of the Bremen and escort the ship on its projected flight to Mitchel Field, N.Y.

Unfortunately for everybody concerned, the attempt to bring the Bremen to New York under its own power proved unsuccessful, as in an attempt to take off the plane crashed and was "40 percent demolished", according to the pilot's report. He himself "jumped and landed safely 100 yards from the "Bremen." Melchoir asked that the two Army planes return to the Strait of Belle Isle to take him out, but General Fechet said such a trip would be useless, as the presence of floating ice in the strait would prevent them from alighting in the water and there was no suitable landing place on the mainland.

General Fechet announced that the Army planes would take off on May 21st for Washington, stopping at Boston and New York en route. He will take Colonel J. Welsford MacDonald, of Pictou, Commander of the Pictou County Highlanders, as passenger. Latest reports received indicate that the planes were forced down by heavy rain near Pictou, N.S.

The Army flyers arrived at Bolling Field at 7:15 p.m. May 25th. The last hop of the homeward flight was made from Boston.

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ARMY FLYERS LECTURE TO BOSTON YOUNG MEN

In a talk on May 16th at Boston, Major Ira Longanecker, Chief of the Information Division, Office Chief of Air Corps, told more than 100 members of the Boston Signal Post, American Signal Association, of the unusual opportunity now being offered the young men of this country to receive training at the flying schools maintained by the Army Air Corps. A film "Flying Cadets" was shown in connection with Major Longanecker's lecture. Lieut. Arthur I. Ennis, of the Information Division, who with Major Longanecker made the trip to Boston in an O-11 plane, delivered a lecture on the communications system in use by the Air Corps.

THE AIR CORPS DEMONSTRATION AT POPE FIELD

By the News Letter Correspondent

On Saturday morning, May 5th, the first of the Air Corps Demonstration Group arrived at Pope Field, Fort Bragg, N.C., from Langley Field. Six transports, each carrying a full load of men, arrived shortly after 10:00 a.m., in order that preliminary preparations might be made for the arrival of some 65 or 70 ships later in the day.

The Third Attack Group, Major Frank D. Lackland in command, arrived at 3:45 p.m. The trip from Langley Field included a 5-minute rendezvous at Raleigh, N.C., where, with the assistance of the First Pursuit Group, a simulated attack was made on that city.

The Pursuit Group, Major Thomas G. Lamphier in command, arrived at 4:00 p.m., after having attended to the unfinished business of several additional attacks upon the peaceful city of Raleigh. With the arrival of each group, the available landing area of Pope Field diminished until it appeared almost necessary to use a portion of the newly graded area upon which the contractor had been working for the past month.

The Air Corps Headquarters Staff included Brigadier-General B.D. Foulis, Major Carl Spatz, Major Adlai H. Gilkeson, Captains Frank O'D. Hunter, Harold M. McClelland, Lieuts. Ennis C. Whitehead and John E. Upston. The War Department General Staff was represented by Brigadier-General Frank Parker and Major John B. Brooks.

Tents were provided for the officers and enlisted personnel, the officers messing at the Officers' Club and the enlisted men in a temporary mess in their area in the C.M.T.C. Camp. All transportation and messing facilities were provided by the Artillery. Not enough can be said of the efficient manner in which the transportation and mess arrangements were carried out, for at no time was there any complaint or delay from that source. To Lieut. M.F. Wakefield, F.A., who was in charge of mess and transportation, and to his mess sergeants, cooks and drivers, the Air Corps has nothing but words of praise to offer.

Sunday morning was spent mostly in completing the program of events which was to take place on Monday. By three o'clock in the afternoon some twenty or twenty-five thousand people had arrived at the field to inspect the planes. At noon 1800 automobiles had been counted at the main entrance of Fort Bragg. License plates were noted from almost every town in this section of the State, also many from neighboring States. The thousands of visitors were more than rewarded for their trip by the exhibition of aerial acrobatics given by Lieuts. I.A. Woodring, W.L. Cornelius and J.J. Williams, all of the 1st Pursuit Group. As one of our local newspapers describes their flying, "their repertory of aerial acrobatics beggared the imaginations and baffled description."

Secretary of War Dwight F. Davis arrived at 9:25 Monday morning. Governor McLean and Mayor Cook of Fayetteville were also on hand to witness the program from a point on Vaughn Hill.

A brief summary of Monday's program is as follows: At 10:00 a.m., an attack on targets representing a battalion of horse drawn field artillery on the march was made by a squadron of attack aviation. It was assumed that the artillery had had no warning of the attack. Seventeen-pound fragmentation bombs were used with excellent results, it being concluded that the bombing was approximately 70% effective. For example, in one section 13 out of 14 horses were "casualties" but, of course, this was an exceptional case. Inasmuch as the targets were all placed in a heavily wooded area, machine gun fire from the planes had little or no effect. At 10:30 a.m. the attack planes, which had been doing considerable damage to the ground troops, were themselves attacked by a group of pursuit planes assumed to be attached to the ground forces. This attack brought exclamations of praise and astonishment from the thousands of spectators grouped about Vaughn Hill.

At 11:00 a.m. there was an assimilated attack by both Pursuit and Attack planes on a battalion of light horse-drawn artillery on the march. Following closely on the heels of this attack, three attack planes laid down a smoke screen around a battalion of field artillery which was on the march. This was also a surprise for the spectators, as many of them knew little of the methods of laying a smoke screen or the value attached to it. From 12:00 noon until 2:00 p.m., all planes were on the ground at Pope Field for inspection by the visitors.

At 3:30 p.m., another attack was made by the attack planes, this time on a

battalion of light horse-drawn artillery on the march, with its air observation and security elements in appropriate positions. The attack aviation was approximately ten miles away and was advised of the location of the battalion and proceeded to attack it. Thirty-five seconds elapsed from the time the hostile aviation was discovered until the actual attack began, and in these thirty-five seconds the artillery, as it was supposed to do, literally "took to the woods." Again, seventeen-pound fragmentation bombs were used with excellent results, but officers of the Attack Group claimed that much better results could have been had if the new thirty-pound fragmentation bomb had been available for this attack. The Artillery was, of course, not completely destroyed by this attack, for after a check up of the number of hits and of the vital places in which the hits were made Artillery officers stated that the battalion could have re-assembled and continued its march.

It is estimated that fully fifty thousand citizens of North Carolina visited Fort Bragg and Pope Field during the four days the Demonstration Group was here. It is safe to say that every single one of them returned to his home feeling that his visit was entirely worth while. It is difficult to predict just how far reaching and beneficial will be the results of their opportunity to see in action this group of some 75 airplanes. Nothing but the highest compliments have been heard from the spectators. One local paper printed a full column discussing the immediate need for an airport. Judging from the many words of praise and admiration from the spectators, from the press reports and from the general enthusiasm of everyone who witnessed the demonstration, one result is certain - a permanent and powerful public interest in the aims and ambitions of the Air Corps.

The Demonstration Group was delayed at Pope Field for one day on account of cold piercing rain which fell on May 8th. The tents in which the personnel were quartered were no place to spend a rainy day. Numerous card games were soon in progress at the Officers' Club. Those not playing found comfortable chairs, reading matter and an open fire, and so the entire group settled down to spend a greatly appreciated day of rest and relaxation.

In the enlisted men's camp several permanent buildings were available, and sleep was the dominant feature of the day. There was a dance at the Officers' Club on May 5th for the visiting Air Corps officers. Preceding the dance, many of the visiting officers were guests at dinners on the post. Lieut. and Mrs. Harlan W. Holden gave a dinner preceding the dance for General Foullois, General Parker and several members of their staff, the guests numbering about forty. The remainder of the officers stationed at Pope Field likewise entertained several of the visiting officers during their stay.

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BLAZING AIR TRAILS

Lieut. Peter E. Skanse, of Bolling Field, D.C., as pilot, with Staff Sergeant John E. Carden as mechanic, left Bolling Field in the Fokker C-2 at 12:25 p.m., May 19th. They are now in Detroit preparing to depart on a pathfinding flight for the National Air Tour for the Ford Reliability Trophy which will be held between June 30th and July 28th.

The airmen will fly to 24 cities on the tour to investigate landing facilities and otherwise blaze the trail for the large number of commercial planes that have already been entered for the trophy. Points to be visited are:

Indianapolis, Ind.	Tucson, Ariz.	Missoula, Mont.
St. Louis, Mo.	San Diego, Calif.	Great Falls, Mont.
Chicago, Ill.	Los Angeles, Calif.	Wausau, Wisconsin
Tulsa, Okla.	Fresno, Calif.	Minot, North Dakota
Fort Worth, Texas,	Oakland, Calif.	St. Paul, Minnesota
San Antonio, Texas	San Francisco, Calif.	Battle Creek, Mich., and
Houston, Texas	Medford, Oregon	back to
El Paso, Texas.	Portland, Oregon	Detroit.
Phoenix, Arizona.	Spokane, Wash.	

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MAPPING FLORIDA FROM THE AIR

Lieut. Julian S. Dexter, who returned to Bolling Field on May 12th, went up two miles above the Everglades with a T-2, 4-lens camera, and the pictures which

Master Sergeant Andrew E. Matos made up, there will change the map of Florida.

Two months of mapping have shown that the present maps are entirely inadequate. The flyers found rivers where no rivers were known and bays four times as large as they were supposed to be. The coast line from the little town of Everglades, on the west coast, round to Flagler Beach, North of Daytona, on the east coast, was photographed for the Coast and Geodetic Survey.

Private Irving L. Kallmyer, mechanic, accompanied the pilot and photographer and kept the Loening Amphibian in such perfect order that not the slightest mishap marred the expedition.

Three thousand square miles of territory were photographed in a flying time of 65 hours. It is believed that the maps compiled from these photographs will help very materially in the reclamation of the swampy Everglades, which now serve as a retreat for law-breakers.

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BREMEN CREW FLY FROM BOLLING FIELD

Early on the morning of May 3rd the three intrepid members of the crew of the trans-Atlantic Junkers plane "Bremen" arrived at Bolling Field, D.C., by automobile, and after looking over the F-13, sister ship of the "Bremen", they departed in it at 8:25 a.m. for Miller Field, Staten Island, New York, with Mr. Melchoir at the controls.

They landed there at 11:35 a.m., and then proceeded to the official welcome in New York City.

Lieuts. Peter E. Skanse, Henry R. Angell and Elwood R. Quesada made two trips to Mitchel Field to escort the crew of the Bremen to Washington, but on both occasions inclement weather changed the plans at the last minute and the pursuit pilots returned without the trans-Atlantic flight heroes.

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CONTRACT PLACED FOR LIGHT BOMBARDMENT PLANES

The Army Air Corps recently placed a contract with the Keystone Aircraft Corporation, of Bristol, Pa., for 35 Light Bombardment airplanes at a unit cost of \$24,750. Eighteen of these planes, designated as Model LB-6, will be powered with the Wright R-1750 "Cyclone" engine, and in the remaining 17, designated as Model LB-7, the Pratt & Whitney R-1690 "Hornet" engine will be installed. Both of these engines are of the radial air-cooled type.

The Keystone Aircraft Corporation is required to make delivery of the first airplane on this contract by next October, and thereafter at intervals, but the entire contract must be fulfilled by July, 1929.

These new airplanes involve an expenditure of \$1,002,785, of which sum \$866,250 represents the total unit cost of the 35 planes, \$129,535 for spare parts, and \$7,000 for drawings, etc. The cost of spare parts represents approximately 15% of the cost of the planes. The unit cost does not include the engines and the various instruments, equipment, etc., required to be furnished by the Government to the contractor for installation in the planes.

Both the LB-6 and the LB-7 bombing planes are powered with two engines having a total horsepower of 1050. Their fuel capacity is approximately 2,000 lbs. Both planes are identical in construction, the different designation given them being due to the fact that their engine installation is different.

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PANAMA FLYERS ARRIVE AT BOLLING FIELD

Two Pursuit planes appeared over the Washington monument shortly before dusk on May 16th, and at 6:00 p.m., the 3815-mile flight from Panama had been completed by two pilots from France Field, Panama Canal Zone.

Lieuts. Robert W. Douglass, Jr., and James E. Parker, bronzed and smiling, stepped from their Boeing PW-9's looking none the worse after their aerial journey, believed to be the longest cross-country flight project ever undertaken and accomplished in single-seater pursuit planes. These planes were powered with the Curtiss D-12-D engine, no serious difficulties being encountered throughout the trip. One of the planes gave no trouble whatsoever, not even the top cowlings

being lifted off. In the case of the second plane, the starter and booster was broken at Managua, Nicaragua, and carburetor trouble was experienced at Minatitlan, Mexico.

The flying time for the entire journey totaled 35 hours and 57 minutes, the elapsed time being five days. But for the delays incident to the mechanical difficulties mentioned above and the fact that there was a three hours' delay at Guatemala and another one of four hours at Minatitlan due to there being no gas at these fields, the flight would have been accomplished a day sooner. Another day would have been saved had the airmen taken the southern route from San Antonio to Washington. Their orders, however, required them to follow the airways route to the Capital City via Muskogee, Okla.; St. Louis, Mo., and Dayton, O. A whole forenoon was lost at Dayton due to poor weather conditions, and instead of taking off for Washington early in the morning, the flyers were not able to start until nearly 2:00 P.M.

The average cruising speed of the Pursuit planes on the flight was 120 miles per hour. Lieut. Douglas stated that the worst country they passed over was between Guatemala and Minatitlan, where no civilization existed whatever. "The scenery was beautiful and the flight was a great experience," he said. "The people in Nicaragua and Mexico were very hospitable and did everything they could for us during our brief stops."

The territory flown over between David, Panama, and Puntarenas, Costa Rica, was one continuous jungle. A live volcano was observed five miles southeast of Managua. From Managua the flyers planned to proceed at once to Guatemala City, but the four hours consumed in repairing the starter and booster made it necessary to postpone their departure until early next morning, and they spent the night with the Marine Air Force.

Leaving Managua shortly before six o'clock, the flyers were delayed twenty minutes trying to get through a solid layer of clouds at 6,000 feet altitude. The visibility was 15 miles. San Salvador was passed over at 8:16 a.m.

After leaving Guatemala City at 12:30 p.m., the flyers passed over Huehuetenango at 1:20 p.m. and Tuxtla at 2:55 p.m. Five miles north of Tuxtla the 5,000-ft. canyons came into view, and a little further on in their journey they encountered another solid jungle which stretched along for about 100 miles. Arriving at Minatitlan at 4:25 p.m., the airmen took off again at 5:58 p.m., but were forced to return after ten minutes due to carburetor trouble. On the stretch from Minatitlan to Tampico they flew through rain for about 100 miles. The ceiling was about 600 feet and the visibility ten miles. Leaving Tampico at 3:48 p.m., Point Isabel, above Brownsville, Texas, was passed over at 6:18 p.m., the landing at Kelly Field being made nearly two hours later. Rain was encountered by the flyers on their journey from Muskogee, Oklahoma, to Dayton, Ohio, via St. Louis, Mo., the ceiling being about a thousand feet and the visibility fair.

A significant incident in connection with this long flight was the small amount of oil consumed by one of the engines, only three quarts being consumed from France Field to San Antonio, and two quarts the remainder of the journey to Washington.

The following is the itinerary of the France Field to Washington flight:

<u>Date</u>	<u>Departure</u>	<u>Time</u>	<u>Arrival</u>	<u>Time</u>	<u>Miles</u>	<u>Flying time</u>
May 12	France Field	5:48 am	David, Panama	7:41 am	210	1 hr. 53 min.
" 12	David, Panama	8:37 am	Managua, Nicaragua	12:02 pm	420	3 " 25 "
" 13	Managua, Nicaragua	5:53 am	Guatemala City	9:26 am	330	3 " 33 "
" 13	Guatemala City	12:30 pm	Minatitlan, Mexico	4:25 pm	375	3 " 55 "
" 14	Minatitlan, Mexico	10:25 am	Tampico, Mexico	2:15 pm	365	3 " 50 "
" 14	Tampico, Mexico	3:48 pm	Kelly Field, Texas	8:13 pm	505	4 " 25 "
" 15	Kelly Field	6:03 am	Muskogee, Okla.	9:45 am	490	3 " 42 "
" 15	Muskogee, Okla.	10:30 am	St. Louis, Mo.	2:05 pm	370	3 " 35 "
" 15	St. Louis, Mo.	2:52 pm	Indianapolis, Ind.	5:20 pm	15 minute stop	
" 15	Indianapolis, Ind.	5:35 pm	Dayton, Ohio	6:40 pm	340	3 " 33 "
" 16	Dayton, Ohio	1:54 pm	Washington, D.C.	6:00 pm	410	4 " 6 "

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THE AIR CORPS DEMONSTRATION AT FORT SILL, OKLAHOMA

With a thrilling demonstration that furnished a fitting climax to the academic year at the Field Artillery School, a vast armada of 73 army planes flew above Fort Sill Wednesday, May 16th, in the most impressive aerial exhibition

ever seen here. Attacking and defending, dropping heavy bombs and laying smoke screens for the protection of ground troops or swooping down to wipe out a marching enemy, the army pilots whisked their ships through the air while thousands of soldiers and civilian visitors watched with breathless interest.

Combat problems in cooperation with infantry and artillery, for the benefit of student officers at the Field Artillery School, occupied most of the fliers' time at Fort Sill. Attacks, observation flying and the use of bombers were demonstrated during the day, culminating in an aerial review shortly before noon.

Brigadier-General Benjamin D. Foulois, Assistant Chief of Air Corps; Brig.-General Frank Parker, Assistant Chief of Staff in charge of the War Plans Div., and Major John D. Brooks, of the Office Chief of Staff, were present as official observers, General Foulois being in command of the fleet.

Thousands of civilian visitors from all over the southwest, including members of the State air tour from Oklahoma City, saw the big air show from points of vantage on Heyl's Hill and Medicine Bluff No. 4, and every officer and enlisted man on the post turned out either to take part in the air circus or to watch. From early morning until the main road through the reservation was closed at 8:30, a steady stream of automobiles filled with eager sightseers flowed to Post Field, where inspection of the planes was permitted. Every type of machine used by the Air Corps was represented in the imposing array, and at 8:45 a.m. the planes began taking the air.

Under the personal supervision of Capt. Wilbur G. Dockum, provost marshal, the entire area covered by the flying planes was policed to eliminate possible danger to those on the ground, as many of the machines carried bombs to be used in the day's work.

A vanguard of ten planes, under the command of Major H.H. Arnold, arrived at Post Field Monday morning from Fort Riley, Kansas, and before noon on Tuesday 25 more were in line, having come here from Love Field, Dallas, Texas. By Tuesday evening all but three of the 74 planes scheduled to take part in the air circus had landed safely, and two others arrived early Wednesday. One plane which took the air at Shreveport, La., was forced back by engine trouble. Members of the Oklahoma state air tour, in a fleet of 21 ships, also reached Fort Sill early Wednesday, and when the mammoth air show got under way Wednesday morning, more than 100 planes were lined up on the local field.

Although night bombing tests had been considered, officers of the air armada found the facilities at Post Field inadequate and the tests were called off. Brigadier General Dwight E. Aultman, Commandant of the Field Artillery School, with his staff, was a member of the official party that witnessed the aerial maneuvers from Heyl's Hill, where only Army officers and official visitors were permitted. Other members of the garrison and civilians were directed to Medicine Bluff No. 4. The limited number of satisfactory points of observation made designation of these two points advisable, and every available vantage spot was occupied by eager spectators.

The purpose of the traveling air circus, the War Department has announced, is to assist in the training of officers at the various army schools in the use of the troops of their respective branches in cooperation with aircraft and in the preparation of satisfactory defense against aerial attack.

"The American tactical doctrine contemplates the employment of the Air Corps in accordance with fundamental principles which have been recognized as the basis of sound military tactics"; the official announcement says. "However, the rapid development of aviation has caused intense study and attention as to new methods and new measures, both for its full utilization as an air force and in connection with the offensive and defensive operations of military forces, and also as to means for protection against hostile aircraft."

Receptions for the visiting airmen were held Tuesday evening at Fort Sill. At the officers' club an official reception welcomed the commissioned members of the air circus, and all officers of the garrison were present.

At the Post Field Service Club a reception and dance was given in honor of the 85 enlisted men who accompanied the air fleet to the Field Artillery School. Master Sergeant Frank Monroe, 1st Field Artillery, was in charge of the arrangements for the affair.

PHILIPPINE AIRMEN VISIT LEPER COLONY

By the News Letter Correspondent

Two Army pilots in Amphibian airplanes were recently dispatched from Kindley Field, Fort Mills, P.I., to the Island of Culion, in compliance with radiographic instructions from the Commanding Officer of the 4th Composite Group. The take-off on this cross-country flight was made at 7:00 a.m., with Lieut. Vincent Moloy, pilot, and Private Porter, radio operator, as crew of plane No. 3, and Lieut. Frederick I. Patrick and Sgt. Jolly in plane No. 4. The course planned was one direct to Culion via Golo Pass and skirting some twenty miles west of the Island of Apo, and thence across Busuanga and Coron Harbor.

Radio communication was maintained on the entire flight and was especially valuable during the time the planes were out of sight of land. The log of the first leg follows:

Take-off from Kindley Field	7:10 a.m. Compass course 210°
Fortune Island	7:14 a.m.
Ambil Island	7:32 a.m.
Golo Pass	7:39 a.m.
Cape Calavite	7:50 a.m. Raining along Mindoro Coast
Out of sight of land	8:10 a.m.
Changed course to 200°	8:15 a.m.
Island of Apo in sight	8:20 a.m.
Changed course back to 210°	
15 miles west of Apo	8:25 a.m.
Over Nange Island	8:42 a.m.
Crossing Busuanga	8:57 a.m.
Culion	9:10 a.m.

Plane No. 3 landed at Culion at 9:10 a.m., and Plane No. 4 about two minutes later. Both were taxied close to shore but, even so, had to anchor in about ten fathoms of water due to the unusually receding beach.

A boarding party came out from the pier in a launch and took the crews ashore. This party consisted of Dr. Carreon, Acting Chief of the Colony; Dr. Lara, Chief Physician; Dr. Cole, Chief Chemist; and Dr. Wade, whose connection with the Colony for the past six years has become internationally known. Our first act was to visit Headquarters, where we met other members of the Staff.

The main administrative building and all those used as laboratories, clinics, etc., are all of concrete construction and exceptionally well ventilated. These having been explored, we started on our tour to see at first hand the five thousand and odd people who are isolated there, eventually to become cured or victims of the dreaded disease of leprosy. We had opportunities to see at close range patients in all stages of the disease. For reasons not necessary to explain, no description of the patients will be attempted. Suffice it to say, their plight is a pitiable one. We visited dressing stations, clinics, wards, laboratories, the power plant, commissary, bakery, vocational training shops, schools and, most interesting of all, the laboratory where chaulmoogra oil used in the cure of the disease is manufactured.

We were fortunate in having the pleasure of meeting two nuns, Sister Marie, who is in charge, and Sister Calixte, to whom we talked for several minutes. The latter has been at Culion since 1906, when the colony was started, and some few years ago she was decorated by the late Governor-General Leonard Wood for her work with the lepers.

Our visit, so far, had taken us over considerable area and, as the island is rather precipitous, we were warm but nevertheless keenly interested. From a high point of vantage we gazed on the farming section, and on our return to Headquarters went through the Moro sub-division and saw the numerous private homes (nipa houses) owned by patients. It was also very noticeable that even those in advanced stages of the disease did not appear to be morose or down-hearted. Many of them work for the government and those of less mature years attend school.

Before leaving the segregated section each member of the party rinsed his hands in a lysol solution and also took the further precaution to dip their shoes in a trough of the same solution.

Before returning to our planes, we were the guests of Dr. Wade and Dr. and Mrs. Cole, and after partaking of refreshments proceeded to the launch. We were to take Dr. Wade back to Manila for a conference with Governor-General Stimson, and he was assigned as a passenger in Plane No. 3. At high noon both planes hopped off for San Jose, Mindoro, landing there at 1:00 p.m. A high wind was

blowing across the Mindoro Channel and, as the motor of No. 4 had to be worked on, it was decided to delay the return to Manila until early the next day.

As usual, the genial manager of the Mindoro Sugar Plantation acted as host to our party and, if new phrases applicable to Mr. Sinclair's hospitality could be coined, we would gladly do so right now. (How about it, you people at Camp Nichols?).

At 7:00 a.m. we shoved off for Manila, having added Mr. Sinclair to augment the crew of Plane No. 4. Since this route has practically become an airways one for the Air Corps in the Philippines, we will not go into any details, merely noting our landing at Paranaque Beach at 8:45 a.m., where the Camp Nichols car awaited to complete the trip - Dr. Wade and Mr. Sinclair going their separate ways. Both planes returned to Kindley Field, and the occupants thereof reported an unusually interesting flight.

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OPERATIONS OFFICE AT BOSTON AIRPORT PERKING UP.

The Operations Office at the Boston Airport is beginning to look like an up-to-date affair. A large weather board has been installed on which daily weather reports are recorded. Such data is obtained through the Army Radio from various Army stations from Bolling Field to Portland, Maine. Other weather data is furnished by a government meteorologist with office at the Airport. A large weather map of the United States is also put up, and weather conditions throughout the country is recorded thereon daily. In addition to weather data, several good up-to-date maps have been obtained and placed in the Operations Office, which makes it well equipped to furnish travel information to anyone.

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THIRD ATTACK GROUP LEAVES FORT CROCKETT FOR SPRING MANEUVERS

The Third Attack Group, Fort Crockett, Galveston, Texas, after a rigid inspection of airplanes and test flights, representing a war strength squadron, commanded by Major Frank D. Lackland, departed April 27th for Langley Field, Va., to participate in the annual Air Corps demonstrations held at that station. They were routed via Tallulah, La., where they spent the first night, departing the next morning, after servicing, for Maxwell Field, Alabama. Remaining at the last named station over night, the Group departed the following morning for Fort Bragg, N. C., the third leg of their flight. After spending the night at Pope Field, the following morning saw the departure of the attack pilots on the final lap of their journey, and they arrived at Langley Field on the 30th.

The Group will return via Fort Bragg, N.C.; Fort Benning, Ga.; Maxwell Field, Alabama; Shreveport, La.; Dallas, Texas; Fort Sill, Oklahoma; Fort Riley, Kansas; Fort Leavenworth, Kansas; Muskogee, Oklahoma; Dallas, Texas, and then proceed to their home station, Fort Crockett, on or about May 25th. The Group will stage flights at the principal cities visited en route.

The war strength squadron was composed of four flights, consisting of six Douglas C-1 Transports, nine Curtiss A-3 Attack planes, and eleven Douglas O-2 planes. A flight of three Curtiss A-3 Attack planes at Edgewood Arsenal, Md., where the pilots were receiving instruction in smoke materials, was scheduled to join the Squadron at Langley Field April 30th, thus making a total of 29 airplanes.

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GENERAL EXODUS OF AIRPLANES TO LANGLEY FIELD

From 11:00 a.m. until noon on May 3rd the sky was hidden from sight of Bolling Field personnel by a swarm of planes arriving from Langley Field. Big planes and little planes, new planes and old planes, swooped down to the ground and were lined up from end to end of the field. Gas trucks and ambulances dashed hither and yon servicing up the planes ready for the afternoon exodus of legislators and newspaper men to Langley Field. At 3:00 p.m., the roar of motors was so deafening that it was impossible to hear the telephones in the Operations Office frantically ringing, and the dust was so thick from the whirling props that breathing was only accomplished with the greatest difficulty.

One by one the planes departed, carrying Congressmen and reporters to Langley Field to witness what were probably the greatest aerial maneuvers ever staged in this country.

EXPLORATION OF YELLOW RIVER IN THE PHILIPPINES

For some time past rumors have been received of a river rising in the mountain range west of Camp Stotsenburg and flowing into the China Sea. This river was referred to as the Yellow River and described as being distinctly yellow in color for a stretch of several miles. Personnel of Clark Field, Pampanga, P.I., made an aerial reconnaissance, and the river was easily located due to its dark yellow color being strikingly visible from several thousand feet.

After selecting a route from the air, a ground party was able to break a trail and explore the river for some distance. The color was found to be due to a sediment deposited on the river bed from mineral springs emptying into the river. Contrary to the hopes of some, no indications of gold deposits were found

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GENERAL BROWN ACCUMULATES FLYING TIME

Major-General Preston Brown, Commanding the First Corps Area, is doing a great deal of flying, according to the News Letter Correspondent from the Boston Airport. When inspecting various posts in the Corps Area, General Brown travels by air. On May 3rd he left the Boston Airport with 1st Lieut. Donald G. Duke, as pilot, for Langley Field, Va. After witnessing the maneuvers there and returning to Bolling Field, Lieut. Duke, who had to get back to Boston, turned the stick over to Lieut. Cobb, who then flew General Brown to Selfridge Field. They returned via Buffalo, where the General inspected the Curtiss Airplane factory.

General Brown was very much pleased with the trip, and especially mentioned the good time made from Buffalo to Boston - 3 hours and 40 minutes. Captain Crockett, General Brown's aide, flew to Langley Field with Lieut. Cobb, and returned to Boston with Lieut. Duke. Perhaps it may be of interest to note that since November 5th last General Brown has flown 105 hours.

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INACTIVE SQUADRONS REORGANIZED

Two Air Corps stations, the Rockwell Air Depot, Coronado, Calif., and Post Field, Fort Sill, Okla., will on and after June 1st next be re-garrisoned with Air Corps troops. Under the provisions of the Air Corps 5-year expansion program, Rockwell Field, at which no Air Corps troops are now stationed, will be garrisoned by the Headquarters, 7th Bombardment Group, consisting of 35 enlisted men; the 11th Bombardment Squadron with 115 enlisted men, and the 95th Pursuit Squadron with 114 men, total 264 enlisted men. March Field, Riverside, Calif., will furnish 100 men of this total (66 noncommissioned officers and 34 privates, 1st Class). One noncommissioned officer from Scott Field, Ill., and one from Bolling Field, D.C., will be sent to Rockwell Field, and the remaining 162 men will be recruited.

The 11th Bombardment Squadron, until May of last year stationed at Langley Field, Va., was transferred to the new Primary Flying School at March Field, Riverside, Calif., where the organization was placed on inactive status and the personnel thereof organized into a school squadron. The 95th Pursuit Squadron up until June of last year was part of the 1st Pursuit Group at Selfridge Field, Mt. Clemens, Mich. This organization was also transferred to March Field, where it was rendered inactive and the personnel thereof organized into the 53rd School Squadron.

The 88th Observation Squadron, which in May of last year was transferred from Wilbur Wright Field, Fairfield, Ohio, where it was stationed for four years to Brooks Field, San Antonio, Texas, was rendered inactive and organized into a school squadron. This squadron will be reorganized at Post Field, Fort Sill, Oklahoma, where there is stationed at present a detachment of 10 men from the 12th Observation Squadron, Fort Sam Houston, Texas. These ten men will be transferred to the 88th, and ten other enlisted men will be sent to the 12th Squadron from Brooks Field as replacements. The enlisted strength of the 88th Squadron will be 132, and in making up this total 35 men (14 noncommissioned officers and 21 privates, 1st Class) will be sent to Post Field from Brooks Field, and the remaining 87 men will be recruited.

The 15th Observation Squadron, which last year was placed on inactive status and the personnel thereof organized into the 48th School Squadron at Kelly Field

Texas, is now in process of reorganization and will be stationed at Selfridge Field, the home of the 1st Pursuit Group.

The strength of this squadron will be 132 enlisted men and, in reconstituting it, 17 noncommissioned officers and 25 privates will be transferred from various organizations at Kelly Field, and one noncommissioned officer from the 53rd School Squadron at March Field, Calif. The remaining 86 enlisted men will be recruited.

Prior to the retirement of the 15th Observation Squadron to its year of oblivion, it was stationed at the Air Corps Technical School, Chamute Field, Rantoul, Ill., for a number of years. Eight commissioned officers of the Air Corps, Regular Army, will be assigned to this organization.

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PHILIPPINE TRIBESMEN NOT ACCUSTOMED TO ROAR OF MOTOR

The 6th Photographic Section recently completed a mosaic in Southern Mindoro for the Philippine Department. The take-off was made before 6:00 a.m., and the mosaic of approximately eighty square miles was completed before 8:30 a.m. The reason for the early take-off was due to the fact that in Mindoro the sky is seldom cloudless after 8:30 in the morning.

After the mosaic flying was completed, a flight was made into the center of Mindoro for the purpose of taking oblique photographs of Patrick and Fechet Mountains, which were explored and named by Captain Aubrey I. Eagle, Air Corps, in 1923. The following day Mr. LeVoy, veteran Pathe cameraman, assisted by the 6th Photographic Section personnel, completed a number of interesting Air Corps motion picture films of a non-Christian Manyan tribe in action around the photographic and bombing airplanes at the San Jose emergency airdrome. The tribe of thirty Manyans were brought in from nearby mountains by Mr. Sinclair of the Mindoro Sugar Estate. It was the first time that the tribe had viewed airplanes at close range. The motion picture work progressed satisfactorily until Lieut. Burrows started a Martin Bomber motor directly behind the performers. Mr. LeVoy is still looking for the tribe which knocked his camera down and disappeared behind a cloud of dust headed for Mount Fechet.

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NEW ADDITION TO POPE FIELD

The contractor has finished his work on the new addition to Pope Field, Fort Bragg, N.C. Most of the work was in the southwestern corner which contained a sawdust pile, machine gun butts and a large number of stumps. All the stumps have been removed and that portion of the field completely leveled and planted with grass. While the new area is not available for flying purposes at present, it was gratifying to witness the safe landing on the new area of a heavily loaded C-1 which was among the ships arriving with the Demonstration Group from Langley Field.

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AIR CORPS MANEUVER TROOPS STOP AT MAXWELL FIELD

May 11th proved to be quite a gala day at Maxwell Field, Montgomery, Ala., as the Air Corps Maneuver Troops, composed of 79 officers and about 100 enlisted men, stopped there three days for re-servicing, etc., after having participated in the Spring Maneuvers at Fort Benning, Ga. The weather on their arrival and throughout their visit was most ideal. The first formation was sighted at 10:45 a.m., and after that it was ships to the right of us, ships to the left of us, ships above, about and around us everywhere. Quite a large crowd from the city had gathered to welcome the birdmen.

An official welcome was extended to General Foulis, Assistant Chief of Air Corps, who was in charge; to General Parker, G-3, and the officers, by the Governor of Alabama, Mayor of the City of Montgomery and the Commanding Officer of the Post. The City of Montgomery entertained the visitors at a stag dinner that evening, a Barbecue the next day (Friday), and a dinner dance at the Country Club Saturday evening. The C.O. kept "Open House" Sunday afternoon. On Monday morning the visitors took off at about 11:00 o'clock for Shreveport and other points in the South and Middle West.

CHILEAN AMBASSADOR UTILIZES AIRPLANE FOR LONG JOURNEY

His Excellency, Don Carlos Davilla, Chilean Ambassador, arrived on April 24th at Pope Field, Fort Bragg, N.C., from Bolling Field, D.C., en route to Houston, Texas. He was a passenger in an O-2 airplane piloted by Lieut. Bushrod Hoppin, Air Corps, who took off for Maxwell Field the following day.

The Chilean Ambassador arrived at Maxwell Field by automobile from Eufaula, Alabama, Lieut. Hoppin having a forced landing at that place. He stopped overnight at the field as the guest of the Commanding Officer, and at 5:15 the next morning departed for Houston in an O-2 plane, piloted by Lieut. H.F. Woolard. At 10:40 a.m., they arrived at Houston, the distance of 600 miles being covered in 5 hours and 25 minutes.

After attending a convention at Houston that night and the following day, the Ambassador took a night train back to New Orleans, where he joined Lieut. Woolard. This combination of train and air travel was arranged in order to enable him to be in New York in time to see his family before they sailed at noon Monday.

When stopping at Pope Field on the southward trip, no honors could be given the Ambassador because the artillery was in the field, but on his return trip on April 28th the band was on hand and he was given the required honors by a battery of artillery.

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THIRD PURSUIT PILOTS QUALIFY FOR EXPERT RATING

The ambition of the 3rd Pursuit Squadron, stationed at Clark Field, Pampanga, P.I., was realized during the past record machine gun firing, when all pilots qualified for the expert rating. During the past year many "hours per pilot" were spent adjusting sights, checking guns, inspecting ammunition, correcting drift, firing short bursts and practicing on tow target and ground targets. The squadron feels gratified over the results accomplished when it is realized that before coming to Clark Field only a few of the pilots had done more than a very small amount of aerial machine gun work.

The firing at Clark Field has been greatly facilitated by a good machine gun range just on the edge of the flying field and by weather conditions which permit shooting throughout the year.

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GENERAL DAVIS INSPECTS POPE FIELD

General Richmond P. Davis, commanding the 4th Corps Area, was at Fort Bragg, N.C., for three days recently to conduct the annual tactical inspection. Six artillery adjustment missions were flown in connection with the inspection, Lt. Scott piloting one ship with Lieut. Holden as observer, and Lieut. Murphy piloting the second with Lieut. Pratt as observer. Night observation missions were also flown by Lieuts. Robinson, Scott and Pratt. Landings were made with the aid of parachute flares lighted on the ground and shielded by a section of an old oil drum.

During the entire tactical maneuvers all radio communication from the artillery in the field was handled by the Pope Field radio truck and communications detachment. A rating of Excellent was given the Pope Field hangars and a similar rating for the Air Corps participation in the tactical maneuvers. Lieuts. Scott and Pratt are scheduled to be at Maxwell Field May 21, 22 and 23 when General Davis is to conduct a similar inspection at that field.

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THIRD ATTACK GROUP VISITS MAXWELL FIELD

Twenty-six airplanes from the 3rd Attack Group, Fort Crockett, Texas, en route to Langley Field, Va., for the Spring Maneuvers, landed at Maxwell Field, Montgomery, Ala., on the morning of April 28th. That evening the officers and ladies of the post entertained in honor of the visitors at a dinner dance at Graham-Haven, which is located about 14 miles from Montgomery. A very enjoyable time was had by all. The airmen from Fort Crockett resumed their journey early on the morning of the next day, landing at Pope Field, N.C., where they remained overnight. The next morning Major Ackland and his men departed for Langley

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Captain Floyd E. Galloway from Chamute Field to Selfridge Field.

Captain Chilion F. Wheeler, Office Chief of Air Corps, to Wright Field, Dayton, Ohio, on duty in Procurement Planning.

Captain Ira C. Eaker from duty in Office of Assistant Secretary of War to Bolling Field, D.C. September 8th.

Captain Francis M. Brady, Langley Field, Va. to Mitchel Field, N.Y.

Captain Willis H. Hale, upon completion of present course of instruction at Air Corps Tactical School, to Office Chief of Air Corps, Washington.

Captain Wolcott P. Hayes from Mitchel Field to Miller Field, N.Y., as Instructor Air Corps, New York National Guard.

Following officers to report to Commandant, Air Corps Tactical School, Langley Field, Va., not later than August 25, 1928, for duty as students:

Major John D. Roardan, Office Chief of Staff, Washington.

Major George H. Peabody, University of California, Berkeley, Calif.

Captain Asa N. Duncan, Langley Field, Va.

Captain Charles W. Walton (Chemical Warfare Service).

Following officers assigned to 88th Observation Squadron, Fort Sill, Okla.:

Major Eugene A. Lohman, upon completion present course at Command and General Staff School, Fort Leavenworth, Kansas.

1st Lieut. Walter D. Buie, 21st Airship Group, Scott Field, Ill.

2nd Lieut. Harry J. Flatequal, Bolling Field, D.C.

1st Lieut. James F. Phillips, Kelly Field, Texas, and 1st Lieut. Charles B. DeShields upon completion of tour of duty in the Philippines.

1st Lieut. Paul H. Kemmer to Mitchel Field, N.Y., upon completion of tour of duty in Hawaii, and to take year's course of instruction at N.Y. University.

1st Lieut. Marion L. Elliott to Selfridge Field, Mich. Relieved as instructor National Guard, New York City.

1st Lieut. Myron R. Wood, Mitchel Field, to Office Chief of Air Corps, not later than June 25th.

1st Lieut. Raymond Morrison, Marshall Field, detailed as Instructor Air Corps, Michigan National Guard, Detroit, Mich.

1st Lieut. Frederick A. Johnson and 2nd Lieut. Charles A. Ross from Kelly Field to Selfridge Field for duty with reconstituted 15th Obs. Squadron.

1st Lieut. Arthur G. Hamilton relieved as student, Air Corps Advanced Flying School, course in observation, to Selfridge Field with 15th Obs. Squadron.

Captain Wm. E. Farthing, upon completion present course of instruction at Command and General Staff School, to Office Chief of Air Corps, Washington.

1st Lieut. Joseph L. Stromme relieved from assignment in Office Chief of Air Corps and detailed as student, Harvard Graduate School of Business Administration, Cambridge, Mass., to take effect not later than September 20th.

1st Lieut. Edgar E. Glenn relieved from duty at Georgia School of Technology, Atlanta, Ga., June 15th, and assigned to duty with Organized Reserves, 8th Corps Area, Muskogee, Okla., 365th Observation Squadron.

1st Lieut. Edwin R. Page, Wright Field, to Walter Reed General Hospital, Washington, for observation and treatment.

Major Lawrence W. McIntosh, upon completion of course of instruction at Army War College, to Office Chief of Air Corps.

1st Lieut. Francis B. Valentine relieved from duty at United States Military Academy, and to duty at Rockwell Field, Calif.

Relieved from Detail to the Air Corps:

Captain Charles R. Lehner to Field Art. 2nd Div. Fort Sam Houston, Texas.

2nd Lieut. R.F. Bleakney to Fort Infantry at Fort Lincoln, N.D.

2nd Lieut. Lester J. Tacy to Hawaiian Department for duty with Field Art.

2nd Lieut. Fred W. Kunesch to Signal Corps, 2nd Div. Fort Sam Houston, Texas.

2nd Lieut. Harold H. Hunt to Field Art. 2nd Div. Fort Sam Houston, Texas.

2nd Lieut. Wm. E. Forse to the 24th Infantry, Fort Benning, Ga.

1st Lieut. Francis W. Crary to the 17th Field Artillery, Fort Bragg, N.C.

1st Lieut. George J. Kelley to the 13th Coast Art., Fort Barrancas, Fla.

Detailed to the Air Corps, and to Brooks Field, Nov. 1st, for training:

2nd Lieut. Donald J. Bailey, Coast Artillery Corps.

1st Lieut. Charles H. Crim, Coast Artillery Corps, to Brooks Field July 1st.

Transfers:

2nd Lieut. Robert W. Harper, Infantry, to the Air Corps, May 4th, with rank from June 12.

Promotion:

1st Lieut. James F. Powell to Captain, with rank from May 11, 1928.

Reserve Officers relieved from active duty:

1st Lieut. George G. Finch, Selfridge Field, Mich.

2nd Lieut. Verrard A. Grant, Crissy Field, Calif.

2nd Lieut. Freeman Alberry, Bolling Field, D.C.

1st Lieut. James B. Dickson, Langley Field, Va.

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INTER-ISLAND RADIO WORK IN THE HAWAIIAN DEPARTMENT

Probably no other station in the Air Corps performs airplane to ground radio communications in a more unique style than Luke Field, Hawaii. The tri-motored "Hegenberger-Maitland" Fokker took off from Wheeler Field at 8:00 a.m., April 18th, and immediately established two-way communications with Airways Radio Central Station WYQ at Luke Field. Each ten-minutes thereafter until a landing at Upolu Point on the Island of Hawaii, a report as to location by coordinates on Navy chart, altitude and speed was made, thus giving the ground station at Luke Field and the one at Upolu Point the exact location of the ship at all times.

The landing at Upolu Point was made at 10:23. After having lunch at Upolu Point the flight was resumed to South Point, Hawaii. Immediate communication with WYQ was established and carried on until landing at South Point, at which time a signal strength of R-3 was given ship by WYQ. After a few minutes at South Point the flight returned to Upolu Point. On April 19th, at 9:12 a.m., the flight took off for the Island of Lanai, landed there thirty minutes and then resumed the flight to Wheeler Field. During the entire flight there was never a single instance where radio communication from ship to ground was not 100% perfect.

On the return to Wheeler Field off the coast of Oahu, a message was sent to the Luke Field Operations Officer, requesting transportation via air for Staff Sergeant Williams' return to Luke Field from Wheeler Field. Upon landing at Wheeler Field the transportation was waiting, and Sergeant Williams continued his flight homeward. Truly, this sort of radio communication is the ultimate object to be reached in the service, and the efforts expended in the establishment of radio communication on the airways in Hawaii deserve commendation.

The personnel on the flight were: Lieuts. Rich and Wheeler, pilots; Lieut. Brown, passenger; Lieut. Kenyon, flight commander; Tech. Sgt. Schmidt, Crew Chief; Staff Sgt. Wallace H. Williams and Corporal House, radio operators.

The radio equipment of the Fokker is the SCR-134 set with BC-138 receiver, as used by Lieut. Hegenberger in his Trans-Pacific Flight, with the addition of a 500 watt wind-driven generator to charge the battery for supply to DML4 dynamotor unit. The ground station equipment at WYQ consists of an SCR-140, SCR-132 and 70 meter high frequency set. The Upolu Point radio station has been completed, its equipment consisting of an SCR-132 set and a 70 meter high frequency set. Air Mechanic, 2nd Class, Charles C. Szumski is the radio operator in charge.

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AMPHIBIANS PLEASE AIRMEN IN HAWAII

Three COAI's, otherwise known as the Amphibians, have been turned over to the 4th Observation Squadron at Luke Field, T.H., by the Station Repair Unit, and all the pilots are well pleased with them. Three more will be turned over in the near future, making six in all. The 4th Observation Squadron has been carrying out numerous missions with organizations at Schofield Barracks, and were highly complimented for their work. Lieut. Cressey and Lieut. Lober, as observers, have been turning in some fine work.

Each Transport sailing from Hawaii is given an Aloha mission, and radio aloha messages are exchanged from the Transport to the airplane.

NOTES FROM AIR CORPS FIELDS

Camp Nichols, Rizal, P.I., April 10.

Flight B, 2nd Observation Squadron - Lieut. Chauncey, our Operations Officer, took advantage of detached service in the icy mountains of Baguio. After his well earned vacation he will again take over the construction of the flying field extension.

Several very long faces have been noticed among the enlisted personnel for some time; seems to be caused by the target season, which is now on in full force. With the new pistol range finished there seems to be some doubt in our minds just who will requalify, but Flight "J" always has been able to make their 80%.

All members of this command were very interested in getting a full four hours flying this month, due to the latest decision of the "See-Gee".

After years of planning and lots of talk, we have an honest-to-goodness day-room. Seems to be a big morale factor too. The last few weeks the entire command has been found perusing the latest literature obtained over here (30 days to a year old).

Sergeant Cunningham, our engine mechanic, was discharged and reenlisted during the month; we thought he was through but guess the "Grant" will have him for a passenger on her "Maiden Voyage".

Headquarters, 4th Composite Group - 1st Lieut. Corley P. McDarment assumed command of this detachment March 2nd, vice Captain Dudley B. Howard, relieved.

Staff Sgt. Albert G. Hewitt is now on detached service, Island of Luzon, and other points.

Privates Emerson, Nelson and Stein spent March 1st to 15th in Baguio.

Pvt. Air Mechanic, 2nd Class, Stackwell is now replenishing his civilian clothes at the Wah Moon Tailor Shop. "How do you pay for them, Stackwell, by the yard or piece?" (Pvt. Stackwell weighs 290 pounds).

Mess Sergeant Wirth and Corp. Livingston applied for extension to discharge for the purpose of reenlisting. Sgt. Wirth has been in the Philippines since 1923. Corporal Livingston seems to be striving for a like record; he has been here since 1923.

This detachment is just finishing the preliminary pistol practice preparatory to going on the target range, and after taking Sgt. Arant's superior instructions for the last six weeks all are expected to increase their pay at least two dollars per month.

Corp. Wilfon of the Detachment 10th Signal Service Company, and Privates Emerson, Hintz, Ende, Stein and Basil James, Headquarters Detachment, are returning to the States on the April Transport for discharge. James is being discharged by purchase.

66th Service Squadron - Staff Sgts. Charles J. Bush, Harold G. Finch and Benjamin J. Roth have been assigned to Langley, March and Mitchel Fields, respectively, and leave on the April transport.

Since the last news items were published, Pvt. Frank Rupert was discharged at Letterman General Hospital, San Francisco, Calif. Master Sergeant John Dolan was scheduled to be discharged March 31st and Sgt. Joseph Benovides on April 16.

Our Baguio detached service quota is pretty well filled these days as the hot weather season approaches.

The firing schedule at the pistol target range is successfully drawing to a close. To date we have eight experts, thirty sharpshooters and sixty-nine marksmen. Lieut. H.R. Wells, as Assistant Range Officer, has taken a decided interest in each and every man on the line.

Thanks to our Squadron Commander, Capt. G.L. Usher, the 66th Service Squadron will soon be able to boast of her own tennis courts. None of the boys, however, have expressed any desire to be "Matched with Hellen Wills."

28th Bombardment Squadron: The morale of this Squadron is evidenced by the large number of requests for extension of foreign service tours by its personnel and for transfers to it from other branches. Five men were received by transfer and none lost during the period March 1st to 23rd.

1st Lieut. Carlton F. Bond is enjoying thirty days' detached service at Baguio and, upon expiration of the above service, is granted thirty days detached service in the Southern Islands.

1st Lieut. Harlan T. McCormick, Squadron Adjutant, is absent on 15 days' leave, upon the expiration of which he is assigned to the 3rd Pursuit Squadron with station at Clark Field. 1st Lieut. McCormick the Squadron loses one of the

best liked officers on the post, and we all wish him the best of luck at his new station.

The following enlisted men were recently promoted: Sergeants Durt and Hunsberger to Staff Sergeant; Corporals Garcia and Parker to Sergeant and Pvt. Mackey and Shaw to Corporals.

Several members of this Squadron are taking instruction in Golf from a local professional.

Upon the arrival of our new First Sergeant, Acting First Sergeant Rule was assigned to the Armament Section and is now wearing coveralls instead of walking around all polished up.

Our basket-ball team is being provided new uniforms. Practice is under way and another Post Championship is expected.

Sergeant Beckham, our Supply Sergeant, is kept busy running to and from Headquarters to the Orderly Room to hold down two important jobs. The 1st Sgt. claims that Sgt. Beckham can smoke more cigars in a day than the Post Exchange can provide.

Clark Field, Camp Stotsenburg, P.I., April 10.

A welcome addition to the 3rd Pursuit Squadron is Lieut. McCormick who reported here recently from Camp Nichols.

Since the promotion of Lieuts. F.W. Wolf and Crawford, Clark Field has the distinction of having the only Air Corps 2nd Lieutenant in the Philippines. Lieut. Schulgen holds this distinction, but he will probably be glad to relinquish it when he returns to the U.S. on the April Transport.

The enlisted personnel of the Squadron have been upholding the organization's reputation for marksmanship by turning out 92% qualified in pistol firing. Of this percentage 33.63 qualified as experts. High score for the squadron was made by Private James E. Deeson with a mark of 94.3%.

Kindley Field, Fort Mills, P.I., April 10.

The 1928 target season in both aerial gunnery and dismounted pistol practice is well under way and it is hoped that last year's splendid results may be duplicated.

Since the last news letter we have taken several scalps in the National Pastime, Baseball, and before the rainy season sets in will have added a few more to the string. The crack 91st and 92nd Coast Artillery teams are included among those who have crossed bats with the 2nd Observation Squadron and met defeat. The team is now looking forward to a trip to Cavite to obtain revenge for the defeat they recently suffered at the hands of a combined Marine Corps and Naval team who visited this station last Sunday.

Third Attack Group, Fort Crockett, Texas, May 9th.

The Group is rapidly being equipped with the new A-3 attack plane to replace the O-2's which we have at present. To date 14 A-3's have been received and deliveries are being made regularly.

Aerial training has consisted of cross-country flying formations, attack missions and preparation for maneuvers.

Lieut. Moore with Pvt. Gay as mechanic, in a Douglas C-1 airplane, made a flight to Duncan Field, returning the same day, for the purpose of ferrying supplies to this station.

No other cross-country flights were made due to the fact that all planes were being kept in for the annual Air Corps Demonstrations.

Pope Field, Fort Dragg, N.C., May 11th.

The Pope Field Exchange did a rushing business during the stay of the Demonstration Group at this field. Lieut. Scott and his assistants worked hard and faithfully in providing an almost unlimited supply of drinks, candies, cigars and sandwiches. The weather seemed to be against them, however, for after two days of blazing sun a cold drizzle set in which dampened to a certain extent the desire for cold drinks. But the same cold drizzle drove the crowd into the hangar in which the drink counter was installed, and as long as the supply of

candy and sandwiches held there was always a demand.

Lieut. and Mrs. Murphy will leave on May 12th on a thirty-day motor trip to Omaha, Neb., and return. We wish them the best of luck and a most enjoyable trip.

San Antonio Air Depot, Duncan Field, Texas, May 17th.

The Engineering Department of this Depot overhauled and repaired 20 airplanes and 103 engines during the month of April, as follows: Airplanes - 3 PT-1, 1 N3S-1, 1 DH-4M-2T, 3 C-1, 1 C-1-C, 4 O-2, 1 O2-B, 3 O2-C, 1 O2-H, 1 O2-M-4, 1 NS-5; Engines - 83 Liberty, 20 Wright-E.

Second Lieut. Bledsoe Payne, Air Corps Reserve, of Fort Arthur, Texas, has been with us since May 16th, availing himself of a short period of instruction and training at this Depot on inactive status.

On May 14th the Depot enjoyed a visit from Lieut. C.E. Crumrine, accompanied by Mr. William Ewing, who came by air from Headquarters Materiel Division, Wright Field, for conference on contemplated buildings and grounds projects at this Depot and also on various matters pertaining to our Depot Supply and Engineering, and much benefit was realized from there conferences. They left here by air on May 16th on their return journey.

First Lieut. Alfred A. Kessler, Jr., left this Depot April 30th for a two months' leave of absence, visiting in the North and East. He is under orders, at the conclusion of this leave, for transfer to Wright Field, where he will take the Air Corps Engineering School course. His many friends in this vicinity regret his departure and wish him much success in his new activity.

First Lieut. Frederic D. Wieners has been on leave of absence from this Depot since May 8th. Lieut. and Mrs. Wieners have the deepest sympathies of the personnel of this post in their recent bereavement - the loss of their only son, James, who died at the Station Hospital, Fort Sam Houston, May 7th, at the age of 14 years.

Among recent visitors to this Depot were Captain Cook and Lieuts. Lawrence and Allison, Air Corps, to ferry DH's from this Depot to March Field, Calif. Captain Cook and Lieut. Lawrence left here May 9th and Lieut. Allison on the 12th.

Boston Airport, East Boston, Mass.

The flying activities, both military and commercial, are increasing as the weather is getting warmer. The past two week ends no less than 3,000 people visited the Airport daily. It is remarkable to note how enthused the natives of Boston and vicinity have become about aviation during the past year.

The commercial companies operating here are reaping a harvest carrying passengers. They are buying new ships nearly every week. Yes, everybody is prospering in that respect excepting the Army. Even the National Guard has three new O-11's, but our turn for a couple of good service ships should be before long, so why kick.

There is great prospect for improvement of the Airport at present. The main difficulty for improvements is lack of funds. The Mayor of Boston, who is an automobilist and not an air enthusiast (I think the only one of that nature in Boston), at first stated that the City would have nothing to do with the Airport, and that he, as Chief Executive, would disapprove any bill or suggestion regarding spending money for improvement of the Airport. The local newspapers, however, began panning him for his attitude, with the result that the situation has been changed for the better. It is now understood that the recommendations made by the Municipal Air Board are approved, and work will start in the near future. Lieut. Duke, Commanding the Airport, who is also on the Air Board, drew up a proposed plan of modern hangers, buildings and fills of landing area. This will give us runways of 2500 feet any direction, and 4,000 feet east and west.

I want at this time to mention a public spirited citizen, Mr. Chandler Howe who recently donated one thousand dollars for improvements of the Airport. This money was used in grading, filling and covering with conders about one acre. The same gentleman again donated \$1200, to be used for a B.D.T. Flood Light. This will be installed in front of Army Operations Office. With such spirit and assistance it is no wonder that two years hence flyers will say "They do things in Boston."

As stated, flying is beginning to increase, due largely to better weather

and the addition of another PT-1 airplane which was received from Middletown Air Depot April 21st, being ferried from there by Lieut. Cobb. This gives us four ships of that type, and we needed it, as there are about 20 Reserve pilots flying every Saturday afternoon and Thursday evening till dark. This system of flying one right a week is proving to be very popular with the Reserve Officers, as they can leave their offices and places of business and get in a good hop. Saturday, however, is their best day, as they fly from noon until 5:00 o'clock. They are operating on regular assigned missions and derive much benefit from such training and missions.

Major Cummings, M.C., the Flight Surgeon, has been busy of late with 609 examinations. Many Reserve pilots who have not flown for two or three years are now taking the 609, which will mean more flying if they pass examination and check out O.K. Major Cummings, in addition to being Flight Surgeon, is Summary Court, Morale and Athletic Officer, also President of the Cadet Examining Board.

We are expecting the German and Irish Trans-Atlantic Flyers here May 18th. They will draw at least 10,000 people to the Airport. It will be an awful day for everybody here. There will be 500 National Guardsmen to hold the crowd in check, so I guess we will live through it.

Private Neary from Mitchel Field reported for duty May 1st. He is a parachute rigger, and instead of sending parachutes to Mitchel they will be packed here. Private Zucchero was discharged today, and is going to try city life in New York, but he will soon be looking for a recruiting office again - they all do sooner or later.

Sergeant Anderson's son, who is a soldier at Mitchel Field, visited his old man for three days, coming up with Lieut. Duke in the Amphibian and returning to Mitchel with Lieut. Stromme, who was a visitor here in an O-1.

Lieut. Shankle, who is the Regular Army instructor with the Mass. National Guard at this station, recently took unto himself a wife, which no doubt will be good news to his many friends. Yes, he found himself a nice little Boston girl, and it is believed that it was somewhat of an air romance, as Mrs. Shankle prior to her marriage was taking flying instructions at one of the commercial companies here.

Rockwell Air Depot, Coronado, Calif.

For the past two weeks all available grass and weed cutting equipment has been put into use in cutting over and clearing the flying field. Clearly visible markers have been set indicating boundary lines of Army and Navy Airdromes. Roads leading across flying field have been closed and will be entirely removed. Vegetation that has probably never known opposition to an undisturbed growth is being razed and before the end of May every square foot of the flying field proper will be suitable for flying activities, leaving only the Navy lighter-than-air mooring mast a hazard.

One carload of PT-1 airplanes were shipped to the Middletown Air Depot on April 23rd. Another car is being loaded with PT's for shipment to the Fairfield Depot.

Bolling Field, Washington, D.C.

Lieut. Robert L. Brookings and Lieut. Roy S. O'Neal ferried two O-11's from the factory at Buffalo, arriving at Bolling Field at 6:45 p.m., on May 2nd.

The Bolling Field baseball team opened the season with last year's brilliant form. On May 5th they defeated the Naval Hospital nine 10 to 6. On May 12th the Anacostia Eagles were on the short end of a 10 to 7 score, and on the 19th the boys from Fort Myer went home with tears in their eyes after surrendering to the Aviators.

The pitching of McCaughey was the feature of this game. He struck out eleven, and the score at the end of the game was 17 to 8. Not so bad for a start.

Material Division, Wright Field, Dayton, Ohio, May 26th.

General William H. Gillmore returned May 17th from Langley Field, Va., where he went to attend the Third Annual Aircraft Engineering Research Conference of executives and engineers of the aircraft industry, held under the auspices of the

National Advisory Committee for Aeronautics, of which General Gillmore is a member.

Lieut. Bayard Johnson left the Materiel Division April 16th for duty in the Philippine Islands. He and Mrs. Johnson with their children sailed on the transport leaving New York April 20th for California where, Lieut. Johnson having been granted 28 days' leave, they were going to visit relatives until the sailing of the transport for the Philippines about June 8th. Lieut. Johnson came to the Materiel Division from the Massachusetts Institute of Technology in 1919 and, connected with power plant work, has seen almost continuous service here ever since. He was a member of the 1923 class of the Air Corps Engineering School. He and Mrs. Johnson will be greatly missed.

Lieut. William N. Amis returned May 6th from the Curtiss plant at Garden City, Long Island, where he has gone to ferry to Wright Field a Curtiss XO-18 observation airplane, which is a converted O-1B, built about a Curtiss H-1640 (Hex) engine. The plane was flown to the Materiel Division for performance testing.

Lieut. Albert F. Hegenberger left May 14th for the east to fulfill a series of speaking engagements. In Philadelphia he addressed the Chamber of Commerce, his subject being "Charles Lawrence, the Designer of the Wright Whirlwind Engine and the Recipient of the Franklin Medal". In Pittsburgh he spoke before the Technical Club of Western Pennsylvania and the High School. In Worcester, Mass., he appeared before the Worcester County Technical Club, and on June 1st will appear before the Case School of Applied Science.

Lieut. Wendell Brookley blew in to greet old friends on a return flight to Brooks Field from the east, showing the exuberance and pep of his old test piloting days at McCook Field. It was good to see him.

Major Robert A. Hale, Medical Corps, left the Materiel Division for Bolling Field on April 8th, to take up the services of Flight Surgeon at that station. Major Hale has been with the Materiel Division since 1924, with the exception of three months during 1925 when he was at Brooks Field taking flight training. Captain E.G. Reinartz replaces Major Hale.

Captain E.E. Aldrin addressed the second classmen of West Point May 25th on "Research and Experiment in Aeronautics".

Lieuts. C.F. Greene and S.P. Mills addressed the St. Louis Section, American Society of Mechanical Engineers at St. Louis, May 25th, on recent developments in Airplanes and in Engines, respectively. Colonel Page, C.O. of Scott Field, spoke also.

General Preston Brown, of Boston, piloted by Lieut. Donald G. Duke, paid the Materiel Division a visit recently.

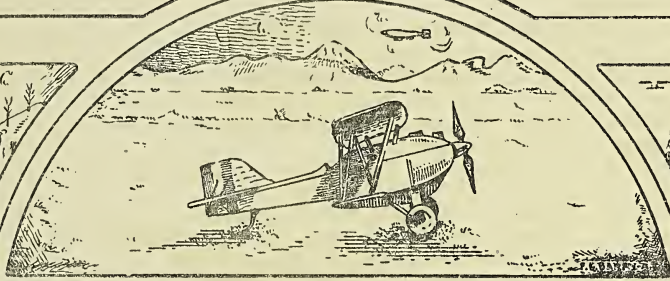
Luke Field, T.H., May 14th.

The 5th Composite Group is continuing intensive training in preparation for whatever the "Gods" have in store. The 4th Observation Squadron pilots are familiarizing themselves with the new Amphibians. "Lightning" Williamson and Earnie Moon have demonstrated that they can be safely landed on wing skid and one wheel. Chang Kemmer has hotly announced that the first man to scratch one will be summarily dealt with and, believe me, everyone steers clear of the "Terror of the Jungle".

The 23rd Bombardment Squadron, now commanded by Lieut. George W. Polk, A.C., Navigator de Luxe, Capt. L.L. Harvey having been promoted ? to the Elevated and Exalted Post of Group Operations Officer, will furnish two bombing teams for the maneuvers at Langley Field. Lieut. Hicks and Lieut. Morris will be the bombers and Lieuts. Ferguson and Tefft the pilots. Excellent scores were made, and the command feels assured that the boys will bring home the bacon. Lieuts. Smith, 72nd, and Shiveley, 4th, will be the Observation Team, the former firing Pilot Course "A", and the latter the rear guns.

The 72nd Squadron, otherwise known as the Light Bombardment Attack, Biplane Pursuit or what have you, commanded by Captain H.C. Drayton, "The Last of the Plainsmen", has been indulging in varied maneuvers, including missions with other branches, which have been very interesting and beneficial to all concerned.

Quite a bit of excitement was furnished the other afternoon when "Spad", famous Canine owned by "Railroad" Brown, had a chill. "Railroad" immediately called Doc Deeson, who was on his way to shoot a few innocent Golfs, and the day was saved. Doc was heard to remark that it was the first grateful patient he had had in months.



Air Corps

News

Letter



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C.

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The Chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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SECRETARY DAVISON'S STATEMENT RE AIR CORPS PROMOTION BILL

Failure of the Senate to vote on Army Air Corps promotion legislation before adjournment may seem discouraging to many officers who expected that the Senate would follow the precedent of rapid action set by the House when it passed the Furlow measure.

While it is disappointing that the Senate did not have an opportunity to vote on the bill, the situation is not as bad as it appears on the surface. The measure is still very much alive and action upon it has not been defeated -- merely deferred. Prospects that the situation will be ironed out when Congress reconvenes in December are most promising.

The following is a brief summary of Army promotion legislation and its status at the close of Congress:

Two Army promotion bills were reported out by the House Military Affairs Committee.

1 -- The Furlow bill providing promotions for Army Air Corps officers.

2 -- The Wainwright bill containing a promotion plan for other branches of the Army.

The Furlow measure, on being reported out, was passed by the House and sent to the Senate where it was referred to the Senate Military Affairs Committee.

The Wainwright bill was released from the House Committee at a later date than the Furlow bill and, owing to the closing rush, was not put to a vote in the House.

The advanced status of the Furlow bill compared with that of the Wainwright measure caused the Senate Military Affairs Committee to amend the former. The amendments included the insertion of promotion provisions for other branches of the Army, together with several important departures from some of the features of the original measure.

The Senate Military Affairs Committee, after adopting the amendments, reported the measure favorably. This action automatically placed the Furlow bill on the Senate calendar. Unfortunately, the Senate never had an opportunity to vote on it due to the filibuster which clogged the Senate machinery during the closing hours of the session. Persistent efforts were made by the War Department to permit a vote on the promotion bill but the efforts were fruitless because of the filibuster.

Had the measure passed the Senate it would have gone into joint conference. Usually, when such action is taken and an agreement is reached between Senate and House conferees, action is speedy. There is every reason to believe that, had the bill gone into conference, the result would have been an agreement providing adequate promotion for the various branches of the Army and giving the Army Air Corps substantially the promotion called for in the original Furlow bill. The War Department did everything possible to bring this about.

That filibuster practices should delay action upon important promotion questions is regrettable. However, these delays, as already stated, must by no means be interpreted as meaning defeat. When Congress reconvenes, the Furlow measure will still occupy its present status, namely, that of a bill that has passed the House and is on the Senate Calendar ready for disposition.

In other words, progress made in advancing the measure during the closing hours of the recent session will be neither wasted nor sacrificed. An encouraging feature in this connection is the general appreciation of the seriousness of the promotion situation, particularly in the Air Corps. There seems to be an earnest desire to bring about a satisfactory solution of that problem as soon as possible. The solution would have been reached, I am sure, if a filibuster had not deadlocked the Senate during its closing hours with the result that the Furlow bill and many other important measures were barred from consideration until next December. I am thoroughly confident that Congress, when it re-convenes, will take early action.

A GIANT PARACHUTE

By A.M. Jacobs

It is quite easy for those who were at McCook Field in 1920 and 1921 to recall an exceedingly tall, grave person working with great absorption in laboratories, on the field, and in the air with eager assistants on endless billows of silk. They seemed very large, those billows, actually measuring twenty-four feet in diameter, and in the long run they became the Army Air Corps parachute which has proved of such great value to aviators. The tall grave person was Major E.L. Hoffman, at that time chief of the field's equipment activities, who last year was awarded the Collier Trophy for his efforts in the development of the parachute.

In the meantime, his duties took him to other localities, but recently it has been good to see him back at the new Wright Field and absorbed as of yore in mammoth billows of silk. Only this time, comparatively speaking, the billows are indeed mammoth, measuring 84 feet in diameter. The earlier parachute was a man-carrying type; the one upon which Major Hoffman is at present engaged it is hoped when perfected will be capable of supporting the weight of an entire airplane, bearing it in safety to the ground.

Structurally it is a reproduction in all main respects of the man-carrying type, having a pilot chute, vents in the dome, the same weight and quality of silk and the same type of shroud lines. There are a greater number of panels and shroud lines; 96 of the former, 48 of the latter. Many interesting tests have been performed with the new parachute. Twice it has successfully borne to the ground a 1600-pound bomb from the bomb bay of a plane, circling at several thousand feet altitude. So great is the lift and strength of the chute, however, that it shows little tendency to deflate upon reaching the ground and, in the bomb tests, caught by winds, dragged the great weight quite a distance across the field before it could be halted. Men who caught at it were lifted unceremoniously in the air and carried along, and Major Hoffman has one story of his own to tell that properly belongs with the thrillers of the air.

A six hundred-pound weight had been dropped one day, and when upon landing the parachute continued to bound across the field, Major Hoffman decided to get in his car and chase it. Coming abreast, he alighted and caught at the shroud lines. His strength was of no importance against the greater power of the chute, and he was pulled over and dragged, becoming enmeshed in the shroud lines. At the end of the shroud lines he could see the 600-pound weight bumping heavily over the ground and thought any moment it would land on top of him. For seconds that seemed ages he worked to free himself and had barely maneuvered his body from the path of the weight when it came on, thumping down a split second later upon the spot where he had been.

There is still much to be accomplished before the chute is ready for the final test of dropping with an airplane. A positive releasing mechanism, separating the weight and parachute upon landing, is in contemplation. This would eliminate the danger of dragging. Perhaps some quick deflation method will also be conceived. Major Hoffman is fully confident of the strength of the chute to support a weight equal to that of an airplane with passengers, and the dropping of an airplane with a parachute is, of course, not an unheard of experiment. Two such drops have been accomplished in California. What Major Hoffman hopes to obtain is a parachute of such simple mechanism, ease of application, and reliability of operation as to be practical for all passenger planes, the type of chute that will be dependable when manufactured upon a production basis. In Major Hoffman's experiments, Wright Field feels that it is in the midst of an interesting story, one that may take patient reading through the pages of testing and slow progress, but one that it wants to stick to, if only to learn how the story is going to turn out. Major Hoffman's efforts in aviation have usually been crowned with success.

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RADIO FLYING LABORATORY DEMONSTRATES EFFICIENCY

A description of the Air Corps Flying Laboratory, a Fokker C-2 fitted up with radio sending and receiving apparatus and providing sufficient space in the cabin to permit experimental work to be carried on in connection with this equipment, was contained in the February 21st issue of the News Letter. A report, recently submitted to the Chief Signal Officer by Captain Paul S.

Edwards, Signal Corps, gives an interesting account of a flight of the radio laboratory plane from Dayton to Buffalo and from there back to Dayton via Schenectady, Mitchel Field and Bolling Field. Captain Edwards states that this airplane attracted great interest at all of the points visited and has resulted in plans being made by commercial organizations and other departments to obtain similar airplanes for radio development projects in which they are interested.

In the belief that Captain Edwards' report would be of interest to News Letter readers, same is quoted below, as follows:

"On April 26, 1928, the Radio Laboratory Airplane Type C-2, XP-483, left Dayton, Ohio, at 10:00 A.M. with Captain O.P. Echols, A.C. and Lieut. L.M. Wolfe, A.C.-Pilots; Captain P.S. Edwards, S.C., and Associate Radio Engineer W.M. Knott-Radio. The equipment in the airplane consisted of:

Five types of receivers:

EC-137.

One model each of the General Electric and Westinghouse models now under development.

EC-115-116 superheterodyne.

Short Wave Super regenerative.

Transmitters:

1 SCR-134, with power source derived from Leece-Neville double voltage generator (1000 volts .5 amps. - 15 volts - 20 amps.) connected to the right outboard engine; also, the standard power installation consisting of a 50 amp. generator on the left outboard engine; battery and dynamotor Type ED-41.

1 Short Wave 75-100 meter transmitter, using a power source of 2000 volts - .4 amps. French wind-driven generator mounted on the left side of the fuselage.

"The radio beacon at Dayton was laid on the course for Buffalo. The keying system of the radio beacon utilized the new interlocking system where dots are sent on one loop and dashes on the other loop with continuous full power keying of the transmitter which result in the equi-signal zone being a solid 1000 cycle note. The beacon was heard throughout the entire trip to Buffalo, a distance of 349 miles. Two-way telephone communication was maintained between the airplane and ground station at Wright Field for a distance of over 262 miles. Just before reaching Dunkirk, New York, both stations switched to I.C.W. telegraph transmission and exchanged messages until landing at Buffalo. Upon departing one hour later from Buffalo both stations worked for about 20 minutes, but the noise level was so increased that while the signals were audible, they were not readable. We arrived at Schenectady 5:30 P.M. same date. Weather throughout the flight was clear, with the exception at Buffalo, which was slightly overcast with light fog.

"The party remained at Schenectady until Sunday, April 29, 1928. During our stay at Schenectady several flights were made with engineers of the General Electric Company as passengers, who observed the operation of the equipment in the airplane and tested a new type of General Electric super-regenerative receiver between Albany and Schenectady, where the ground station utilized an output as low as one watt. This receiver, in operating condition, worked very well, but at the present stage of development is not considered suitable for military use, as there is no standby adjustment and the critical tuning necessary to obtain signals renders it unfit for aircraft use. The General Electric Company engineers also demonstrated a new type of short wave receiver using one stage of UX-222 R.F. amplification, detector and two stages of audio. The results were so remarkable on this receiver that one was purchased for the Signal Corps Aircraft Radio Laboratory, with a view of using it as a standard of performance for aircraft short wave receiver development. We landed at Mitchel Field Sunday afternoon, April 29, 1928.

"Departing from Mitchel Field on Monday, April 30, en route to Bolling Field a schedule with WYB, Bolling Field on I.C.W. was maintained throughout the flight. Due to delay in delivering the message of take-off, communication did not commence until we had reached Trenton, but signals at that distance were of such strength that it could have been easily possible to have secured two-way communication from both fields. Due to the fact that the Bolling Field transmitter was not in commission for telephone transmission all messages were sent and received by I.C.W.

"A flight was made from Bolling Field to Baltimore, and return, using voice and I.C.W. throughout the entire trip between the airplane and Bolling

Field. On May 3 the airplane took off from Bolling Field en route to Langley Field for the maneuvers, carrying Lieut. Wolfe as Pilot, Captain Edwards, Mr. Knott, and Congressmen James and Hoffman. Messages were exchanged throughout the trip until just before landing at Langley Field. On the return trip from Langley Field arrangements were made to work the Bombardment Squadron SCR-132 (DO 1), and Bolling Field was also advised of our departure. Throughout the trip communication was maintained with both ground stations and the airplane. Congressmen James and Chapplin and Judge Clay were passengers on the return trip.

"On Monday, May 7, arrangements were made for a flight over Washington, carrying seven people: Assistant Secretary of War Davison, Mr. Adamson, Major Blair, S.C., Major Davison, A.C., Mr. Knott, Captain Edwards and Lieut. Wolfe. The Assistant Secretary of War was given a demonstration of broadcast telephone reception while in the air. He also transmitted telephone messages to Mrs. Davison who listened in at their home. Radio telephone communication was established with Bolling Field, and messages were exchanged between the Assistant Secretary and the operator at the ground station. The airplane departed from Bolling Field at 2:00 P.M., same date, en route for Dayton. Communication was maintained between Bolling Field and the airplane until Burgess Field was reached, where we landed. The last one-half hour schedule was interrupted due to a short in the keying circuit in the airplane transmitter, but signals from the Bolling Field station were as audible at Uniontown as throughout the trip. Upon taking off at Burgess Field a short schedule was worked with WYI at that station by telephone. As the beacon from Dayton was laid on the Uniontown-Dayton course, WYI was asked to stand by while the airplane worked Dayton by phone. Telephone communication was established before reaching Wheeling and maintained until landing at 6:45.

"This trip has amply demonstrated that the SCR-134 can work far in excess of its conservative rating. The experimental double voltage engine driven generator functioned perfectly throughout the 22 hour flight. This type of generator used somewhat in excess of the power requirement for the SCR-134, and will be used for the long range Bomber sets now under development. The adoption of this generator will lighten the power load on the Bomber, over the SCR-135 power installation, approximately 190 lbs. and will displace power equipment and other apparatus at a saving of approximately \$600.00 per Bomber. A similar type generator for Observation will reduce the Observation load approximately 50 lbs. and displace equipment costing approximately \$100.00. A similar generator will eliminate the need for batteries on Pursuit planes and will lighten the Pursuit load considerably by the displacement of dynamotor and battery.

"With the facilities for directly comparing various types of apparatus in the airplane during flight, and for making repairs and changes on apparatus during flight, the C-2 airplane has more than paid for itself, even in the limited time that it has been in commission as a flying radio laboratory. Considerable data has been obtained on short wave propagation during the day, and this type of airplane, due to its navigation and power equipment, will make it possible to safely and economically conduct long range night radio and navigation experiments."

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SALVAGING AN AIRPLANE IN THE CANAL ZONE

Subsequent to the crash of Lieut. Cumberpatch in a PW-9 at the mouth of the Cocol River, on the Atlantic side of the Isthmus, on May 3rd, and the disabling after its landing of an Amphibian plane sent to rescue him which carried Lieuts. Ballard and J.H. Jones to the scene of the crash, an Air Corps detachment, under the direction of Captain Armin F. Herold, A.C., and Lieut. Don L. Hutchins, of the Panama Air Depot, consisting of one enlisted man of the Medical Department and 16 enlisted personnel from the 63rd Service Squadron, proceeded by boat to their assistance and to salvage the planes.

The detachment left at one o'clock May 4th on the steam tug "Captain Nones", furnished by the coast defense forces of Fort Sherman, C.Z., and proceeded slowly through the night, arriving at daybreak at the designated point at the mouth of the Cocol River, approximately 50 miles from Colon, Republic of Panama. Owing to a very rough sea, a landing was not accomplished until about 3:00 P.M., May 5th, when the rowboat landed and located the marooned men.

The PW-9 plane was salvaged almost intact, but very little of the Amphibian was salvaged due to its having been beaten on the rocks by the unusually rough

sea. The salvage detachment returned to France Field late on the night of May 7th

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TWO ERRANDS OF MERCY BY FRANCE FIELD PERSONNEL

Captain Connell, Commanding Officer of the 25th Bombardment Squadron, piloting an NBS-1, accompanied by Lieut. Robert B. Williams in an XA-1 plane (hospital ship), flew to David, Republic of Panama, to bring Mrs. de Quintero, mother of General Quintero, to the hospital in Panama City. The patient was accompanied by Mrs. Aurelia de Jurado and the Chinese Consul, who was also ill.

One of the pilots of the 24th Squadron also performed an errand of mercy, when he flew in a PW-9 plane to David, Republic of Panama, carrying meningitis serum to a very sick child.

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24TH PURSUIT SQUADRON COMPLETES TARGET PRACTICE

The 24th Pursuit Squadron, stationed at France Field, Panama Canal Zone, recently completed the small arms target practice with the following result:

Number of men firing the course	128
Percentage qualified	83.51%
Number qualified as Expert	58
Number qualified as Sharpshooter	20
Number qualified as Marksman	21

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GENERAL PARKER PLEASED WITH AIR CORPS MANEUVERS

Brigadier-General Frank Parker, Assistant Chief of Staff, forwarded the following radiogram to General Summerall, Chief of Staff, on May 21st, following the conclusion of the maneuvers at Fort Leavenworth, Kansas:

"Air demonstration just culminated everything has passed off successfully and increasing efficiency has been demonstrated throughout the tour. Everywhere great satisfaction has been expressed by local authorities and I myself have been greatly pleased by the consistent excellence of this air force."

On June 12th General Parker submitted the following memorandum to the Chief of Staff, reporting on the visit of the air force to the service schools:

"On May 2nd I left Washington, D.C., piloted by Major John B. Brooks, and spent the 3rd and 4th of May at Langley Field, Virginia, witnessing the maneuvers of the Air Corps Demonstration Group, consisting of one war strength pursuit squadron, taken from the 1st Pursuit Group, at Selfridge Field, Michigan; one war strength attack squadron, taken from the 3rd Attack Group at Fort Crockett, Texas, each unit numbering 25 planes each, together with a provisional transport squadron numbering 16 planes, assembled from various Air Corps activities throughout the United States. This, together with the necessary staff planes, constituted 73 in all.

"During these dates I likewise looked over the past and visited the Air Corps Tactical School. An excellent state of efficiency and high general standards were in evidence everywhere.

"On May 5th, the Pursuit and Attack Squadrons and the transport planes, flew to Fort Bragg, North Carolina, rendezvousing over Raleigh, North Carolina, en route. Practical tests on targets and on actual troops were conducted at Fort Bragg, and demonstrations of air tactics and combat were held. One day was lost at Fort Bragg on account of a storm and on the 9th of May this air force proceeded to Fort Benning, rendezvousing over Columbia, South Carolina, en route.

"On the 10th, demonstrations against ground troops and air tactical exercises were carried out. On the 11th, the air force proceeded to Maxwell Field, Alabama, where it remained until the 14th.

"On the 14th, a flight was made to Shreveport, Louisiana, in spite of stormy weather. Due to weather conditions, three attack planes got off their course and eventually landed in a small town about sixty miles south of Monroe, Louisiana. Due to continuous rains which so softened the field, these planes were unable to rejoin the Demonstration Group until it reached Fort Riley, Kansas. Two other attack planes turned back due to the storm and landed with the pursuit planes at Monroe, Louisiana, but joined their organization at Shreveport later that evening.

"On the 15th, the flight was resumed and all planes, with the exception of five, reached Fort Sill about midday. Of these five, three were the attack plane, previously mentioned. One of the three motored Ford transport plane which burned out a bearing due to a broken oil connection and had to return to Shreveport. The other was a Douglas transport plane which landed in the vicinity of Dallas due to generator trouble.

"On the 16th, practical demonstrations against troops on the ground, targets, and air combat and tactics were given. On the 17th, the flight was resumed to Fort Riley, and on the 18th, a program of air operations against ground troops and of air combat and tactics was carried out.

"On the 19th, the flight to Fort Leavenworth was made and on the 21st a demonstration was given against ground targets, also of air combat and tactics. This was the last of the series of exercises.

"During this tour I have constantly flown in the exercises and have observed carefully, not only the technical efficiency of this air force, both as to the handling of the ships in the air and as to their maintenance on the ground, but have likewise given special attention to the matters of discipline of the personnel.

"It affords me great satisfaction to report that no incident of any kind occurred to mar a smooth and efficient performance of duty by this air force from the beginning to the end of the expedition. From the cheerful, efficient mechanics, to the Squadron Commanders, I have to report a consistent excellence in discipline, technique and tactical maneuver.

"Of the 73 planes which completed the flight of some three thousand three hundred miles, only one transport plane had to remain behind on account of engine trouble. There were no accidents, and yet, when this flight broke up and returned to their home stations, there was probably an average of over four thousand miles for each ship, of more or less continuous operation in cross-country flights and tactical exercises.

"General Foulois has handled this mission with excellent judgment and sound discipline and at all points where his command gave demonstrations, I heard nothing but commendation of the results. The general line of this commendation is well expressed in a letter written by General King after the last demonstration given at Fort Leavenworth.

"I desire to commend the Flight Commanders, Majors, Knerr, Lackland, Lanphier and Coleman. The words of commendation of these Squadron Commanders is equally applicable to the personnel of their commands. The fact that there were no accidents and that all planes made their long trip and arduous exercises without accident, is sufficient proof of the excellent work done by the mechanics.

"Finally, as to General Foulois and his able staff, I desire to express my admiration for the able and successful manner in which this very instructive air tour has been conducted and for the unquestionably fine results achieved."

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DEATH OF GENERAL ALLESANDRO GUIDONI

A report was recently submitted to the Air Corps on the death of General Allesandro Guidoni on April 27th last as the result of a parachute test jump at the experimental station of Montecedie, Italy.

General Guidoni, who several years ago was on duty at the Italian Embassy in Washington as Air Attache, was well known in military and diplomatic circles in the Capital City. That he was keenly interested in aviation and very much alive to its unlimited possibilities was evidenced by his frequent visits to the Office of the Chief of the Air Corps, where he was a familiar figure. His untimely death is deeply regretted by all who were fortunate enough to have made his acquaintance.

The report alluded to reads as follows:

"From the information now available, Air Ministry and the newspapers, General Guidoni attempted to make a live jump with a "Salvator B" type of parachute, from an observation airplane, type R-22, piloted by Lieut. Freri, of the Regia Aeronautica.

"At the altitude of 1000 meters, the General left the plane from the rear cockpit. The only eye witness at close range was the pilot, who stated that all went well until after the General had left the plane. That at the moment he launched himself into the air he fell backwards from the fuselage of the plane, at the same time rotating his body in such a manner as to entangle himself in

the cord, which connected the tripping ring on the parachute, to the fuselage. This tension on the cord caused the parachute to open sooner than calculated, and the slip-stream of the propeller, caused the cords of the parachute to blow across the head and shoulders of the General. This method of controlling the opening of the parachute is used for students. The length of the cord, which is secured to the fuselage and is fastened to the tripping ring of the parachute is of sufficient length to allow the body to clear the tail surfaces of the plane and the propeller slipstream, before the opening device functions.

"The pilot further stated that the pack opened properly, the pilot chute came out and the cords with the main chute followed, but due to the fouling of the cords of the main chute on the General's head and arms, it failed to fill with air, and followed the body in a fluttering trail to the ground.

"The Air Ministry states that there have been over 2000 drops, both alive and with ballast, and this is the first chute that has failed to open.

"It appears that this jump was not authorized by higher authority, as such application would have, in all probability, been disapproved due to the important position held by General Guidoni. It was a personal desire on the part of the General to test the chute, and thus place himself in a position to speak with authority on the efficiency of the Italian parachute.

"General Guidoni was Director-General of Aeronautical Construction for the Air Ministry, and was recalled from his post last year, as Air Attache in London to assume command of this important division. He was especially fitted for this position by reason of his wide knowledge of aviation supply and airplane manufacturing. His knowledge of American and English methods of production, together with the fact that he was an aeronautical engineer, placed him in one of the highest positions in the Air Ministry. In view of this fact it can be truthfully said that the Italian Government has lost a very valuable and experienced officer of high technical qualifications.

"General Guidoni was born in Turin in 1880, and was educated as an engineer. In 1903 he was commissioned a naval engineer in the Italian Naval Service. In this capacity he served thru the grades from Lieutenant to Lieutenant-Colonel, until he was transferred to the Aeronautical Engineering Corps in 1916. He was promoted to a Colonel of this Corps in September, 1923, a few months later was again promoted to Major-General of this Corps and appointed the Director General of Engineering and Aeronautical Construction of the Regia Aeronautica.

"General Guidoni has served as the Air Attache, both in Washington and in London, and is widely known as an aeronautical technician of ability and courage. For his scientific work, in peace and in war, he has been decorated in the United States, England and France, and has been awarded the highest Italian decorations.

"As early as 1911, General Guidoni was rated as a pilot and was one of the first engineers to experiment with the idea of aerial torpedoes. From 1907 to 1912 he made many experiments and carried on an extensive research work in aerodynamics, at the Naval Laboratory. From 1913 to 1917 he was active in aeronautical engineering on hydroplanes, dirigibles and motors. From 1917 to 1919 he made a study of the resistance of structures against under water bombs, explosives and projectiles, and in 1921 was associated with the experiments and wrote several articles, on the bombardment tests against battleships.

"He was a constructor of note, as in 1914 he constructed the naval hydroplane transport "Elba", and at a later date, 1915, he constructed the naval hydroplane transport "Europa", together with hangars of the dirigible class. During the years 1916 to 1920 his work was confined to naval ordnance, in which time he constructed a net for under water protection of battleships against large bombs, invented a blockade torpedo or mine launched by a parachute, and a bomb sight. In 1921 he invented an aerial torpedo and a variable pitch air propeller. His last research work was along the line of turbine motors for aviation.

"With the loss of General Guidoni, the Engineering Division of the Regia Aeronautica will probably function for the present time as three separate sections or branches, each under a general officer, responsible directly to the Air Minister, General Verduzio was the Assistant Director General under General Guidoni, and is now the Italian Air Attache in London. He is the senior engineer officer in his grade, and due to the present situation, there is nothing to keep him from being appointed the Director General. As the chief of this division he can remain at his post in London, as the three branches can function

without a chief in this city. However, Colonel Cristofero Ferrari, of the Aeronautical Engineering Corps, has been promoted to the grade of General, and has been assigned to the command of two branches of the Engineering Division; namely, the Construction Branch and the Studies and Experimental Branch. This leaves the Supply Branch under the same officer as before. There is nothing to indicate that this assignment is permanent, as further changes may take place at any moment."

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NEWLY COMMISSIONED OFFICERS FOR AIR CORPS

As a result of the recent examination of candidates for appointment as 2nd Lieutenants in the Air Corps, Regular Army, ~~27 Air Corps~~ ~~Res~~ officers, all of them graduates of the Advanced Flying School at Kelly Field, Texas, and holding the rating of Airplane Pilot, have been found qualified for such appointment. The Chief of the Air Corps has recommended to the War Department that these officers be assigned to the stations indicated, viz:

To Crissy Field, Presidio of San Francisco, Calif.:

Arthur L. Smith, Wentworth Goss.

To Chanute Field, Rantoul, Ill.:

Paul E. Reeder.

To Fort Sam Houston, Texas:

Jordan F. Haney, Frank Corson.

To Fort Crockett, Texas:

Elmer P. Rose.

To Kelly Field, Texas:

Edward H. Porter.

To Marshall Field, Fort Riley, Kansas:

Herbert E. Rice, Joseph H. Atkinson, Homer C. Munson, Lee F. Duncan, James L. Daniel, Jr.

To Maxwell Field, Montgomery, Ala.:

Robert C. Ashley, Louis P. Turner.

To Mitchel Field, Long Island, N.Y.:

Fay O. Dice, John A. Austin, Budd J. Peaslee, Clarence T. Mower, Ford J. Lauer.

To Pope Field, Fort Bragg, Fayetteville, N.C.:

Edgar R. Todd.

To Post Field, Fort Sill, Okla.:

Royal Leonard.

To Rockwell Field, Coronado, Calif.:

Edward L. Meadow, Frederick W. Ott.

To Selfridge Field, Mt. Clemens, Mich.:

Herbert C. Sherman, Robert L. Schenlein, John F. Egan, Joseph C. Soper

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MARCH FIELD GRADUATES TO GO TO KELLY FIELD

The graduating class of the Air Corps Primary Flying School at March Field, Riverside, Calif., will comprise 34 Flying Cadets. These young men have virtually completed the 8 months' course at this school and will soon be wending their way to Texas to begin the four months' advanced course at the Advanced Flying School at Kelly Field. The students who are expected to graduate shortly before July 1st next are as follows:

Donald Wells Buckman	Portland, Oreg.		
J.P. Bauer	Pittsburgh, Pa.	Donald R. Lyon	Los Angeles, Cal.
John A. Carmichael	San Diego, Cal.	A.P. Mantz	Redwood City, Cal.
Russell A. Cone	Champaign, Ill.	Emery J. Martin	Columbus, Kansas.
William J. Crosswell	Benecia, Cal.	William M. Morgan	Kansas City, Kans.
John B. Dawson	Pampa, Texas.	Blaine B. Newcom	Chicago, Ill.
Walter A. Fernandez	Oakland, Cal.	George E. Percefull	Lonoke, Ark.
Herbert L. Grills	Capleville, Tenn.	Stanley K. Robinson	Pasadena, Cal.
Robert K. Giovannoli	Lexington, Ky.	R.P. Sanders	Lawton, Okla.
Charles W. Haas	San Gabriel, Cal.	Raymond Seider	Los Angeles, Cal.
Howard E. Hall	Lamar, Colo.	Willard R. Shephard	Bardstown, Ky.
Andrew D. Knox	St. Paul, Minn.	Elmer J. Sinclair	Cashmere, Wash.
Richard H. Lee	Los Angeles, Cal.	Andrew F. Solter	Los Angeles, Cal.

Leland Stranathan	Los Angeles, Cal.	Clinton P. Warner	Renton, Wash.
Hugh L. Smith	Salt Lake City, Utah.	Max H. Warren	Chicago, Ill.
Robert W. Stewart	Salt Lake City, Utah.	J.A. Winefordner	Zanesville, Ohio.
K.E. Tibbetts	Columbus, Ohio.	Sheldon B. Yoder	Almont, Mich.
Gaynor Tostavin	Little Rock, Ark.		

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THE NEW STUDENT CLASSES AT PRIMARY FLYING SCHOOLS

A total of 212 candidates, 201 civilians and 11 enlisted men of the Army, have qualified for appointment as Flying Cadet, and War Department orders are in process of being issued directing the civilian candidates to proceed to the military post nearest their home where their enlistment may be accomplished. All candidates are required to report for training not later than July 1st next.

The Primary Flying School at Brooks Field, San Antonio, Texas, will be the destination of 87 civilian candidates and 9 enlisted men, while 114 civilians and two enlisted men will receive their primary flying training at March Field, Riverside, Cal.

More than 1200 candidates took the examination for the much coveted flying cadet appointment, and while considerably more than 200 civilians made passing marks, the limited accommodations at the two Primary Flying Schools prohibited the appointment of a greater number. Enlisted men of the Army receive preferment over civilians in the manner of cadet appointments, no limitation being placed on the number to be appointed provided a passing mark is made. Unsuccessful candidates have further opportunities to receive appointment, since examinations are held three times a year. New classes are started at both Primary Flying Schools on March 1st, July 1st and November 1st.

Among the successful candidates in the last examination are two American citizens residing in Canada. The State of California leads in the number of successful candidates with a total of 30, Los Angeles contributing 10 of that number. Illinois is next in line with 17 candidates, Chicago contributing seven.

The young men scheduled to go to Brooks Field are as follows:

Connecticut:		Massachusetts:	
Howard W. Yoemans	Hartford	Robert Ford	Cambridge
Roger W. Batchelder	New Haven	John C. Schroeter	"
District of Columbia:		Desmond S. Shipley	"
William J. Birthright	Washington	Gerard F. Mulligan	Dorchester
Frederick L. Lucas	"	John S. Young	Springfield
Frederic A. Middleton	"	Henry B. Harris	Winchester
Florida:		Mississippi:	
B.H. Vincent	St. Petersburg	Jesse B. Funchess	A.&M. College.
Washington L. Nichols	Chaires	William I. Marsolis, Jr.	Centreville
P.J.O. Smith	Lakeland	H.F. Gregory	Shelby
Georgia:		New Hampshire:	
Hugh A. Parker	Athens	Henry P. Stevens	Rye Beach
Philip D. Coates	Atlanta	New Jersey:	
Reuben C. Hood, Jr.	"	Harold E. Kelley	Haddonfield
James G. Nichols	"	John Dumont Kay	Morristown
Robert M. Page, Jr.	"	Harry C. Crumpelt	Princeton
Littleton A. Roberts	"	Caleb M. Hill	"
Mills S. Savage	"	New York:	
Albert W. Shepherd	"	Daniel Marra	Brooklyn,
Louisiana:		Eugene L. Keet	Ithaca
Austin Chaplain	Meriongoon	William R. Gladwin	Mt. Vernon
Erling A. Strand	Destrehan	Walter M. Hartung	New York City
Maine:		North Carolina:	
George F. Kehoe	Orono	Philip H. Atkinson	Asheville
Maryland:		Jennings H. Mease	Canton
Edwin H. White	Baltimore	E. George Shepard	Chapel Hill
F. Colston Young	"	Oklahoma:	
A. Robertson Middleton	Centerville	Dorman J. Condit	Bartlesville
Roswell R. Boyer	College Park	Wm. Kelso McFall	Featherston
William H. Moore	" "	Albert B. Duke	Oklahoma City
Claude M. Parks	Chestertown	Russell Martin	Stillwater
		Aubrey Lee Sharp	"
		C. Rob Neale	Shawnee
		Frank W. Abbott	Tulsa
			V-5800, A.C.

Pennsylvania:

Charles L. Munroe, Jr. Ben Avon
 Frederick B. Betts Clearfield
 Daniel J. Barry Harrisburg
 M. Gilbert Johnson "
 Robert J. Blake Pittsburgh
 Merrill D. Burnside "
 Harold Goldstein "
 Donald L. Putt "
 J. Colin Smith New Kensington
 James P. Reilly Philadelphia
 A. Elliott Wilson Oil City
 Burton P. Lewis Sharon
 Wells H. Denny State College
 Harold B.G. Bickell Upper Darby
 South Carolina:
 Wycliffe E. Steele Bingham
 Thomas D. Ferguson Charleston
 Lorry N. Tindal Clemson College
 A.A. Freeman Columbia

Tennessee:

Rufus H. Carswell Chattanooga
 John W. Sessums, Jr. Knoxville
 William G. Catron Lebanon
 Virginia:
 Nelson S. Phillips Blackburg
 Canada:
 Bayard B. Borden Oshawa, Ontario
 Mitchel P. Borden " "
 Texas:
 William L. Kennedy Beaumont
 Hugh H. McDaniel College Station
 Carl L. Storrie " "
 Reed A. Massey " "
 Richard C. Colburn Dallas
 Dudley E. Whitten "
 Ewald J. Burghman Galveston
 Roy D. Taylor Lubbock
 Floyd B. Wood Richland Spring
 W.L. Patrick Rockport

The candidates slated to go to March Field, Calif., are as follows:

Arizona:

Gilbert B. Blackmore San Carlos

California:

Winthrop H. Towner Claremont
 Henry W. Brummel Glendale
 William Ball Los Angeles
 Benton L. Boardman " "
 Cyril Chappellet " "
 Paul T. Cullen " "
 Thomas J. Devlin " "
 Joseph E. Farmer " "
 John D. Graves " "
 John P. Guerin " "
 George E. Price " "
 Owen Eugene Wilcox " "
 Paul M. Erickson " "
 Paul M. Nold Pasadena
 H.E. Pastorius, Jr. Redlands
 Bud K. Hawkins Riverside
 Rex K. Estudillo "
 Harold G. Hess "
 T.W. Imlay Salinas
 Andrew K. Cline San Diego
 Richard H. Hoffman " "
 Kenneth A. Rogers Sanford University
 Karl H. Kieberger San Francisco
 Neville I. Wright " "
 Jack Haine Santa Monica
 Carey Stevenson " "
 Merle H. Jones Santa Paula
 Willard J. Venen San Pedro
 Pierce E. Warrington Stanford University
 Thomas L. Thurlow Venice

Colorado:

Arthur V. Cole Denver
 Vernon L. Nelson Fort Collins
 Proctor W. Nichols Manitou
 Idaho:
 Eugene H. Beebe Moscow
 Irving R. Selby "

Indiana:

Bernard F. Suverkrup Crawfordsville
 John H. Dorey Vincennes
 William C. Pritchard West Lafayette
 A.W. Denny " "
 Bruce Davenport " "
 Forrest E. Malick " "
 John A. Timmons " "

Illinois:

William E. Butler Champaign
 J. Harvey Gray "
 Robert K. Laughlin "
 Paul M. Norman "
 John Bonnell Chicago
 Paul W. Brown "
 Robert A. Burch "
 James Hart, Jr. "
 Earl E. Myers "
 Charles R.O'Malley "
 Harry E. Ruby, Jr. "
 Charles K. Moore Harvey
 Lawrence W. Koons Pontiac
 Emel J. McElwee Sidney
 Harry O. Bercher Urbana
 Glenn W. Bunting "
 Raymond F. Nicholson "

Iowa:

Dick R. Petty Audubon
 Merlin I. Carter Des Moines
 Elmer R. Wycoff " "
 Harry E. Coffie Iowa City
 Myron T. Williams " "
 Frank Reed Owasa

Kansas:

Daniel D. Santry Ellsworth
 Miller H. Troup Lawrence
 Roy H. Lynn Holton
 G.S. Cook Salina
 Leslie O. Peterson "
 Fred W. Schultz Wathena

Kentucky:		Montana:	
Edgar B. Smith	Bowling Green	Gerard J. Fesman	Bozeman
Fred G. Harlow	Louisville	Harry J. Hinrichsen	Butte
Kendall E. Trautwein	"	Jack R. Lincke	"
Michigan:		Maurice C. Andries	Virginia City
Lester C. Curl	Ann Arbor	North Dakota:	
Richard U. Light	" "	Richard L. Rouzie	Jamestown
Bruce A. Tyndall	" "	Ohio:	
William Bryson	Detroit	Gerald B. Bauman	Akron
Clyde H. Mitchell	"	Enslen C. Brown	"
Paul A. Piper	East Lansing	Malcolm Dulaney	Cincinnati
Frank S. Trueblood	Gladstone	Richard R. Braggins	Cleveland Heights
Herbert J. Kline	Jackson	Homer H. Shaffer	Columbus
Jesse L. Hodgson	Rockford	Walter F. Martin	Dayton
Minnesota:		Theodore F. Bennett	Galena
Theodore M. Bolen	Fort Snelling	Ralph C. Williams	Lakewood
John Gordon Fowler	Minneapolis	Norman D. Sillin	Lima
Donald W. Gilfillan	"	Oregon:	
Richard C. Lingsay	"	Donald H. Baxter	Portland
Missouri:		Washington:	
Mervin E. Mansager	Columbia	Dan M. Medler	Seattle
George Leonard Blackburn	Fayette	Wisconsin:	
William Basil Offutt	Fulton	A.A. Strauble	Green Bay
George Graham Northrup	Kansas City	Winston W. Kratz	Madison
Jackson E. Dugdale	St. Louis	Wyoming:	
William M. Hille	" "	Philip W. Pepoon	Laramie
Wallace W. Hart	" "		

The enlisted men who are under orders to proceed to March Field, Calif., for flying training, are:

Private John D. Montmorency, 91st Squadron, Crissy Field, Calif.

Private Lloyd E. Watnee, Hdqrs. 13th School Group, March Field, Calif.

The five Air Corps enlisted men and four from other branches of the service, who are slated to undergo training at Brooks Field, Texas, are:

Staff Sgt. William L. Snowden, Air Corps, Kelly Field, Texas.

Private Hudson Chadwick, Jr., Air Corps, Maxwell Field, Ala.

Private James L. Jackson, Air Corps, Marshall Field, Kansas.

Private Wm. L. Anderson, Air Corps, Brooks Field, Texas.

Private Gilbert R. Merry, Air Corps, Kelly Field, Texas.

Private Custer L. Lynn, Medical Dept., Edgewood Arsenal, Md.

Private Stoyte O. Ross, 5th Field Artillery, Fort Bragg, N.C.

Private Harold S. Caplinger, Cavalry School Det., Fort Riley, Kansas.

Private Paul Hinds, 2nd Cavalry Brigade, Fort Bliss, Texas.

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AIR CORPS HAS NO SURPLUS HANGAR MATERIAL FOR DISTRIBUTION

Following the receipt of numerous requests from all over the country for alleged surplus hangar material in possession of the Army Air Corps, the Chief of the Air Corps recently made an announcement to the effect that none of this material is at present available for distribution to outside aeronautical activities and will not be so available during the five-year Air Corps expansion program.

It appears that the impression has gone forth throughout the country that the Air Corps has surplus hangar material which it is trying to dispose of by reason of the fact that the old temporary expeditionary type of hangars are being replaced with new ones of a permanent and standard type of construction. As a matter of fact, however, the Air Corps intends to hold in reserve all of the old material for use in the construction of special buildings needed by the Air Corps in connection with the five-year building program.

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GRADUATION OF CADETS FROM THE ADVANCED FLYING SCHOOL

It is anticipated that 27 Flying Cadets will graduate on June 23rd from the Advanced Flying School at Kelly Field, San Antonio, Texas. The Chief of Air Corps has forwarded a recommendation to the War Department that 25 of these Cadets be commissioned as 2nd Lieutenants in the Air Corps, two of them already holding Reserve commissions in other branches of the service.

The young men who will become eligible to wear the wings to denote the fact that they are full fledged pilots are:

J.S. Bartles	Hillsboro, Ill.	Robert E.L. Prittle	Council Grove, Kans.
C. Edgar Bradshaw	West Haven, Conn.	Joel G. Pitts	Oklahoma City, Okla.
Donald Edwin Broughton	Benango, Nebr.	George Carl Price	Lowell, Mass.
Leland C. Brown	Granite City, Ill.	W.A.R. Robertson	Pittsfield, Mass.
Ralph Brownfield	Winfield, Kansas.	Kenneth A. Rogers	Columbia, Mo.
Kenneth A. Cool	Cleveland, Ohio.	Douglas M. Swisher	Gessie, Ind.
Paul L. Foster	Tulsa, Okla.	Cassius Thomas	Traer, Iowa.
Edwin R. French	Ronan, Mont.	Charles S. Vaughn	Nashville, Tenn.
Alfred F. Kalberer	Lafayette, Ind.	Ronald R. Walker	Newkirk, Okla.
Trevor Kenyon	Brooklyn, N.Y.	Roger V. Williams	Spokane, Wash.
Joel E. Mallory	Santa Rosa, Cal.	Stuart P. Wright	Dallas, Texas.
Isaac W. Ott	Osyka, Miss.	Paul B. Wurtsmith	Detroit, Mich.
James N. Peyton	Detroit, Mich.	Myron E. Zeller	Cleveland, Ohio.
Fred A. Pillet	Dallas, Texas.		

Flying Cadets Pitts and Walker hold commissions as 2nd Lieuts. in the Reserve Corps and are being recommended for transfer to the Air Corps Reserve.

Cadet Douglas M. Swisher is a full fledged member of the Caterpillar Club, having joined that exclusive mythical organization of airmen who made emergency parachute jumps on April 24th last. On that date, flying a pursuit plane at 9,000 feet altitude, a collision in the air caused it to go out of control, and he leaped out of the plane and made a safe landing with his parachute.

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COMMENDATION FOR CAPTAIN ROBERT E. ELLIS, RESERVE.

Captain Robert E. Ellis, Air Corps Reserve, on extended active duty at Bolling Field, was commended by the Chief of the Air Corps for bringing his burning airplane safely to earth, extinguishing the fire and thereby saving the government thousands of dollars which would have been lost had the pilot jumped from the plane with his parachute.

The incident occurred May 23rd near Green Springs, West Va., and the fire was apparently due to a defective gas line.

The letter sent to Captain Ellis reads as follows:

"The Commanding Officer, Bolling Field, has reported to this office the circumstances which occurred when the airplane which you were piloting caught fire in the air near Green Springs, West Virginia, on May 23, 1928.

"It is considered that your presence of mind and good judgment were responsible for saving the airplane and enabling the cause of the fire to be discovered, and that this may lead to the prevention of similar accidents in the future. The Chief of the Air Corps desires that you be informed of his official commendation for your excellent behavior under trying circumstances."

The report of Captain Ellis on his forced landing reads as follows:

"At nine-twenty o'clock, A.M., May 23, 1928, I departed from Cumberland Airport en route to Bolling Field. The plane and engine had been inspected by Sergeant Key of the Cumberland Airport both at the time of the take-off and an hour earlier. At an altitude of 2800 feet, approximately over Green Springs, W. Va., I smelled an odor of burning rubber. I immediately checked the engine and oil temperatures both being approximately 80 degrees and 60 degrees, respectively. Immediately after I noticed flames in the region of the carburetors and black smoke poured back into the cockpit. I immediately turned the gas off and prepared to jump, loosening my belt. In getting the ship in a position so I could leave it I noticed that the fire had diminished slightly. This encouraged me to believe that it might be a gasoline fire, so I opened and closed the throttle quickly at the same time side-slipping the airplane to approximately 1500 feet, deciding that I would jump at that altitude if the fire continued without abating. At that altitude the blaze appeared to be diminishing, so I continued a very rapid descent, side-slipping most of the way. At about 500

feet the blaze increased momentarily. I landed safely at 9:35 A.M. with a dead stick in a wheat field between the river and the railroad, two miles northwest of the Green Springs Railroad Station. I then extinguished the blaze with a fire extinguisher by squirting the stream thru openings alongside of the air intake manifold. After removing the cowl the ignition wires were found to be completely destroyed. Later, after engine had cooled off, the gas line was checked and on opening the valve and using the wobble pump a spray of gasoline emerged from a crack in the gasoline line leading to the front carburetor. This crack was directly over and between the two magnetos. Upon removal it was found that there appeared to be a crack in the copper tubing and showed evidence of having been soldered with soft solder which had broken open in the air due to vibration. The solder could be easily cut with a knife. The joints of the gasoline line appeared to be properly soldered as the solder could not be easily cut with the same knife. The crack was across the tube, approximately half way around it, and on the under side of the tube and about a half inch from point where it enters the tee. This defective gas line was not discovered until after the pilot had communicated with the O.D. regarding the supplies necessary to make repairs; therefore, steps were immediately taken to have the gasoline line repaired. This was done by brazing at the Foundry of the Baltimore and Ohio Timber Preserving Plant at Green Springs, West Va."

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ADDITIONAL CATERPILLAR CLUB MEMBERS

The News Letter Correspondent from Clark Field, Camp Stotsenburg, P.I., states that the good old Army parachute again functioned to perfection recently when it brought Lieut. Lawrence J. Carr, Air Corps, safely to earth after his belt had broken and allowed him to be thrown from his plane at about 2500 feet altitude.

Lieut. Carr was practicing acrobatics in a PW-9 pursuit plane, and while executing an aileron roll suddenly found that he and his plane had parted company. Lieut. Carr landed without a scratch in a cane field near the airdrome, and met the rescue party with a broad smile and an invitation to visit his headquarters about 5:00 P.M. Examination of the belt showed it had torn loose from the buckle and that the webbing at this point, although apparently in good condition, had deteriorated to such an extent as to cause it to fail when the full weight of the pilot came against it. Needless to say, all belts are being checked, and any which show signs of deterioration are being discarded.

Lieut. Stanley M. Umstead, on duty at Mitchel Field, N.Y., joined the ranks of the Caterpillar Club on May 28th last, when the supercharged P-5 he was flying over the field caught fire at 2500 feet altitude. He had been performing acrobatics for approximately 30 minutes over the field at 3,000 feet. These acrobatics consisted mostly of slow rolls and flying on his back. During all the upside down maneuvers he noticed a slight gasoline spray on the wind shield, but as this spray was no more than the customary one prevailing when flying on back he paid little attention to it. In returning to normal flying position the plane suddenly burst into flames. Practically all of the fire was inside of the fuselage around the gasoline tank, and flames came out of the cockpit. Lieut. Umstead was forced to leave the cockpit instantly on account of the heat. Standing on the seat he was forced back over the fairing in rear of cockpit by the propeller blast. Pulling the rip cord in this position he was pulled back over the rail of the plane.

Lieut. Umstead stated that he was quite nervous until he found himself hanging in parachute, after which he was perfectly at ease. Both of his hands were slightly burned; his back was stiffened from the pull of the parachute and he received a slight bruise on his right leg, probably due to hitting the fin in leaving the ship.

Mitchel Field on June 8th was the scene of another initiation into the fold of the Caterpillar Club, this time two candidates vowing their allegiance to the "bit of silk" which, as far as can be ascertained at this time, has been responsible for saving the lives of 84 airmen. Lt. Max Palfour, Air Corps, was testing an O-11 airplane and had as his passenger Lieut. John A. McCormack of the Signal Corps. While executing a slow roll the wings collapsed. No official report on this accident has thus far been received, but press reports state that after

both wings were suddenly torn from the plane the fuselage dropped like a rocket, while gasoline from the broken wing tanks sprayed over it. Lieut. Balfour cut his switch, which doubtless prevented a fire. McCormack went over the side first with Balfour close behind. The wrecked plane hurtled through the roof of a stable owned by Averill Harriman, killing two of his best polo ponies.

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AIR CORPS TO TRANSPORT PRESIDENTIAL MAIL

Arrangements have been completed for the transportation of the President's mail via airplane during his summer vacation in Wisconsin. The Army Air Corps will handle the mail between Superior, Wisconsin, and Chicago, Ill., while the Air Mail Service will take care of all the east bound mail out of Chicago.

Army Air Corps pilots will alternate in short tours of duty in charge of the Army air mail operations between Chicago and Superior. Lieut. Charles T. Skow, stationed at Marshall Field, Fort Riley, Kansas, is the first officer assigned to this duty.

The route from Chicago westward follows the Chicago and Northwestern R.R. to Madison, Wis.; the Chicago, Milwaukee and St. Paul R.R. to Wisconsin Rapids, and the Soo Line to Ladysmith and Superior. The Post Office Department is making arrangements with the three railroads concerned to stop trains between Madison, Wisconsin Rapids and Superior on signal from a man in uniform to prevent delay in the transportation of the Presidential mail in the event of a forced landing of a plane at any time.

Funds have been allotted by the War Department for the erection of an airplane hangar on the field at Superior, Wisconsin, to house the Army planes.

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A CHALLENGE TO THE 24TH SQUADRON

In the News Letter of February 21st last there appeared an item from France Field, Panama Canal Zone, to the effect that 11 officers assigned to the 24th Squadron made a score of 610 (expert qualification) or better in target practice. The sentence "If any squadron has a better record, let us hear from them", has brought a response from the News Letter Correspondent of Clark Field, Pampanga, P.I., who states:

"We note in a recent News Letter that the 24th Squadron at France Field desires to hear from any squadron which has a better record than theirs for machine gun firing. The 3rd Pursuit Squadron, Clark Field, which turned out 100% experts takes the air in squadron formation to reply to the challenge of the 24th Squadron. We admit that the record machine gun firing of the 24th Squadron is good and we compliment them on their scores. However, the comparative scores given below indicate that France Field still has room for considerable improvement if it would compete with Clark Field.

<u>3RD PURSUIT SQUADRON, CLARK FIELD</u>		<u>24TH SQUADRON, FRANCE FIELD</u>
<u>Pilot</u>	<u>Score</u>	<u>Score</u>
Lt. P.W. Wolf	1091.2	947.6
Lt. G.F. Schulgen	1043.0	910.8
Lt. A.R. Crawford	941.4	767.3
Lt. C. McMullen	877.2	766.2
Lt. A.S. Heffley	880.0	721.2
Major L.A. Walton	873.6	672.5
Lt. E.B. Bobzien	847.2	662.9
Lt. K.B. Wolfe	827.4	650.4
Lt. L.J. Carr	761.8	618.8
Lt. J.G. Williams	749.0	610.4
Average score	889.18	722.1 "

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SHORT WAVE RADIO COMMUNICATION BY KINDLEY FIELD PERSONNEL

The radio personnel at Kindley Field, Fort Mills, P.I., has reached a period in the development of short wave radio communication where they now maintain a regular nightly schedule with San Diego. The News Letter Correspondent states that anyone having messages for personnel at this field can be assured of delivery.

ery by mailing them to Don C. Good, 1821 Altura Place, San Diego, California, for transmission. Better enclose a stamp or two so that Mr. Good can forward your reply.

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AERIAL MAPPING WORK IN THE PHILIPPINES

The 6th Photo Section, stationed at Camp Nichols, Rizal, P.I., completed a number of mapping and oblique missions during the month of April. The most important project was made for the Forestry Bureau of the Agno River near Baguio. Two DH photographic planes were employed, one for making the verticals and the other for making the obliques. The project was flown at 12,000 feet, and the actual flying time of non-stop flight working out of Camp Nichols was 3 hours and 45 minutes.

The Forestry Bureau was very pleased with the results obtained, and will use these photographs in connection with the planning of a National Forest Reserve. Governor-General Stimson was personally interested in the project.

Airplanes are being called into service in Coast and Geodetic Survey work. Owing to the rugged coast line and extremely rough water along the northeastern coast line of the island of Luzon, Coast and Geodetic Survey craft have found it difficult to approach the shore and remain there long enough to make accurate soundings and observations. The aid of the airplane service has, therefore, been requisitioned.

The 6th Photo Section, acting in cooperation with the U.S. Coast and Geodetic Survey, will attempt an extensive aerial photographic survey. The photographic planes will operate from Appari, from which point daily flights will be made along the coast of Luzon and photographs taken. This will enable accurate plotting of coast line. This work is being done in conjunction with Governor-General Stimson's plan for the further economic development of the Philippine Islands. The results obtained by the photographic record will be of inestimable value in such development of that section of the archipelago.

Lieut. George W. Goddard, Air Corps, will be in charge of the planes and of the photographic work. The other members of the surveying party will be Lieut. Howard Wells, Sergeants Kelly, Stockwell and Patterson, and one mechanic. All of the men are members of the Photographic Section.

The survey will probably take eight or nine days to complete, depending considerably upon the weather. All pictures taken will be developed at the established base of operations at Appari and will be sent back to Camp Nichols as soon as they are developed.

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STANDARD OIL COMPANY CONSTRUCTS BEACONS IN CALIFORNIA.

Recently the Standard Oil Company of California established in California two 36 inch, ten million candle power beacons, surmounting 75 ft. steel towers, one on the summit of Mt. Diablo, Contra Costa County, Calif., the other in the Merced Mountains, just north of Montebello, Los Angeles County. These beacons were officially set in operation April 15th and will be invaluable as guides to all flyers whose activities carry them over the routes covered thereby.

This is but another of the many very definite, valuable contributions the Standard Oil Company has made to flying -- another expression of its consistent constructive policy in relation to air development.

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MANY IMPROVEMENTS AT CAMP NICHOLS, P.I.

As a result of mutual arrangement with officials of Headquarters, Philippine Department, and Camp Nichols, Rizal P.I., the water system of the post has been greatly improved. The five large storage tanks have been removed and the abandoned swimming pool has been reconcreted, made leak-proof and converted into a reservoir. The water storage of the post has been increased about 20%. New high pressure motor pumps have also been installed.

The building formerly used as a pump house and tank house was converted into a gymnasium and E. & R. building. The construction is under the supervision of Captain Usher and is progressing rapidly. The building will be completed by June 1st. The roof was raised to an 18 foot ceiling, affording an excellent

basketball floor. Twenty foot lean-tos are being erected on three sides to provide for a library, E.&R. reading room, billard room, two bowling alleys and a balcony. When completed this building will be one of the best athletic halls in the Islands.

The old dobie church building which stood near the post entrance has been torn down and the yard is being made into a very artistic flower garden.

The members of the command are looking forward to the installation of a modern telephone system with a common battery, instead of the "crank and try and get 'em" system. The building formerly used by the E. & R. was reconstructed into a telephone exchange and message center for Camp Nichols and the Air Office. It also contains a conference room and bath for the Officer of the Day.

The Air Corps activities in the Islands are now largely centralized at Camp Nichols. The office of the Air Officer has been moved from Headquarters Philippine Department, and the Group Commander, now Air Officer, with his chief clerk and administrative personnel, are at Camp Nichols. This arrangement has greatly simplified administration and the handling of Air Corps activities in this department.

Construction work on the flying field has been very extensive during the last month. By July 1st an additional sixty acres will have been added on the southern end of the field, affording a very spacious field for all types of airplanes.

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A BOUQUET FOR THE RADIO BEACON

The Radio Branch of the Materiel Division, Wright Field, Dayton, Ohio, which is responsible for the pioneer development of the radio beacon and for the operation of a radio beacon service between Hawaii and California during the Dole flights of 1927, is rather proud of a photograph recently received from Arthur C. Goebel, the winner of the Dole Race. Upon it is inscribed: "The radio beacon has guided us continuously on our successful flight from San Francisco to Honolulu, T.H. -- Sincerely, Arthur C. Goebel."

Mr. Goebel was a recent visitor at the Materiel Division.

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FORD AUTO AND CARABAO HAVE A SET -TO

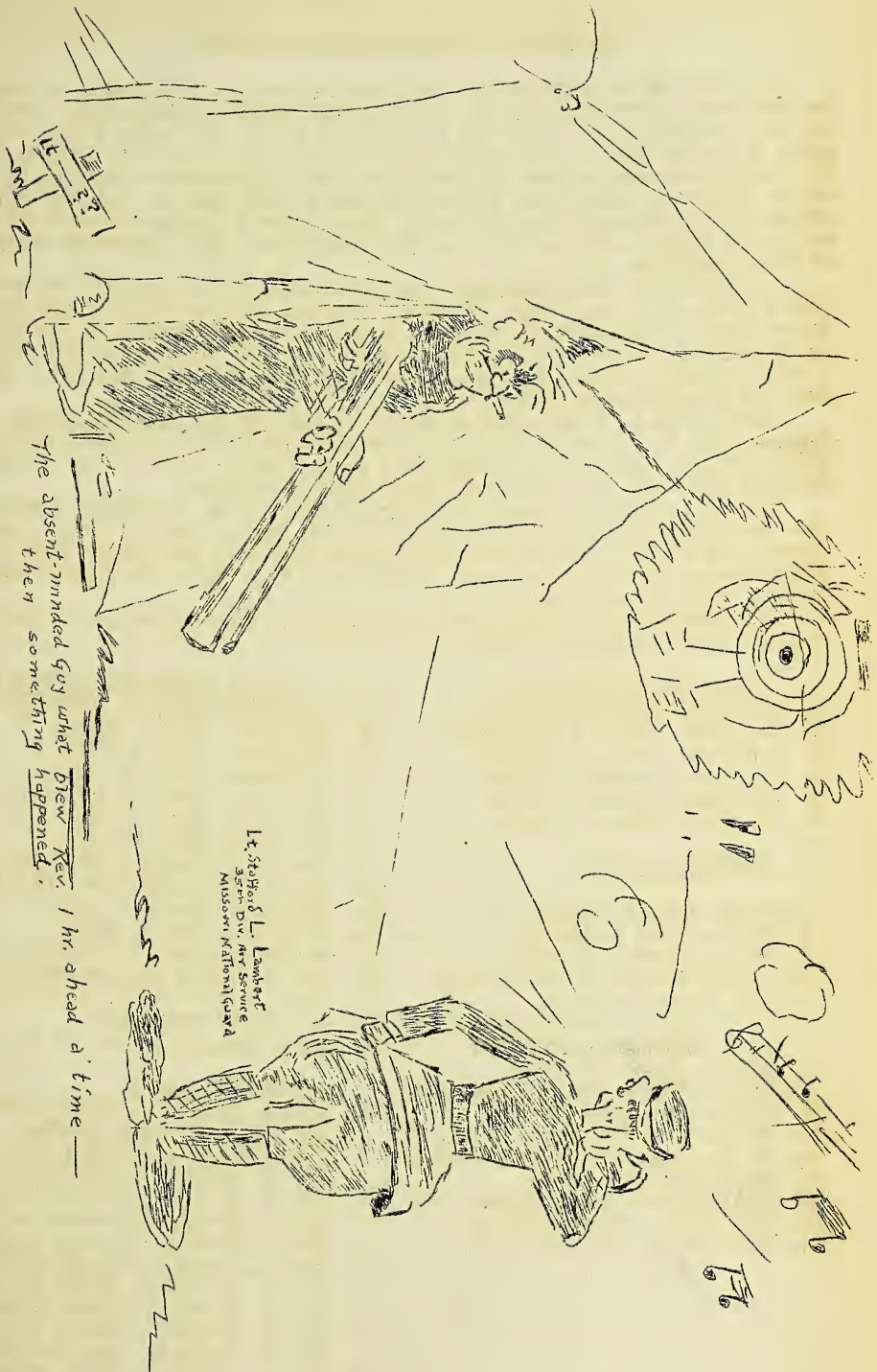
According to the News Letter Correspondent from Clark Field, P.I., the carabao is a peculiar animal and recently lived up to its reputation for doing unexpected things. Sergeants Willard and Mehnert were peacefully driving along the road in their Ford Roadster and slowed down to pass a sedate old carabao. The carabao, possibly recalling having been bumped by a Ford or mistaking it for a young indiscreet rival, suddenly turned around and with a wild snort charged, head down, at the trembling Ford. The net result of the impact was the loss of one carabao horn and a ruined radiator and headlights for the Ford.

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RECONNAISSANCE FLIGHT IN PHILIPPINES IN AMPHIBIANS

Lieuts. Meloy and Hodges, and Staff Sgt. Cox, stationed at Kindley Field, Fort Mills, P.I., recently took off on a reconnaissance flight to Casiguran Bay and Baylor Bay. En route a stop was made at Paranaque Beach to pick up Lieut. George W. Goddard. The nature of the mission was for the purpose of looking over locations to be used as a base for the aerial mapping expedition which is under Lieut. Goddard's supervision.

Both planes left Paranaque at 7:30 A.M., flying over the mountains to Lamon Bay and then turned north up the coast. A landing was made on Casiguran Bay at 9:50 A.M., and after a short conference with the Constabulary detachment, the airmen pushed off at 10:30 A.M. for Baler. The bay at Casiguran is almost a perfect lake and is surrounded by very rugged wooded terrain. The flight down the coast to Baler consumed 50 minutes, and the lay-over there was only a matter of about 25 minutes. A long horseshoe beach borders the bay, but unusual eccentric currents and a heavy ground swell prompted both pilots to shove off just as soon as available landing fields had been looked over. The flight from Baler to Kindley Field proved uneventful and the Amphibians taxied up the ramp at that field at 1:40 P.M.



Lt. Stephen L. Lambert
 Sergeant, Air Service
 Missouri National Guard

The absent-minded guy what drew Kew 1 hr. ahead a time —
 then something happened.

THE AERIAL GUNNERY AND BOMBING MATCHES

To Lieut. Earle E. Partridge, Air Corps, belongs the distinction of winning for the third consecutive time the Distinguished Aerial Gunnery Badge. According to an official report received by the Chief of the Air Corps, giving the results of the Machine Gun and Bombing Matches recently completed at Langley Field, Va., Lieut. Partridge's score in the Pilots' Match (Observation and Attack) was 627.8. Firing in competition in this particular match were 11 other Air Corps officers and 4 National Guard officers. Lieut. John W. Bowman finished second and Lieut. Lotha A. Smith, third, in this competition, with respective scores of 544.8 and 512.9.

In the Pilots' Match (Pursuit), 2nd Lieut. John J. Williams was the winner with a score of 765.4. Lieut. Robert W. Douglass, who flew all the way from France Field, Canal Zone, in company with Lieut. James E. Parker, to participate in the gunnery matches, and who was the winner in 1925, finished second with a score of 751.7, while Lieut. Wm. L. Cornelius finished third with 750. There were six competitors in this event.

Lieut. Orin J. Bushey, with a score of 175.5, won the Observers Match, while Lieuts. James W. Andrew and James T. Shively followed with respective scores of 155 and 141.5. There were 17 competitors in this event, five of them being National Guard officers and two Air Corps Reserve officers.

The team of Lieuts. John F. Whiteley (pilot) and Wm. M. Lanagan (bomber) won the Bombardment Match with a score of 1537. The bombing team of Lieuts. Harold A. Wheaton and David L. Behncke won second place with 1499, and Lieuts. Fred G. Richardson and Edward H. Holterman, third place, with 1458. There were seven bombing teams in this event.

The following tabulation gives the standing of the contestants in the Machine Gun and Bombing Matches for 1928:

PILOTS MATCH (PURSUIT)

1. 2nd Lieut. John J. Williams
2. 1st Lieut. Robert W. Douglass
3. 2nd Lieut. Wm. L. Cornelius
4. 1st Lieut. Russell J. Minty
5. 2nd Lieut. Luther S. Smith
6. 2nd Lieut. Glenn O. Barcus

OBSERVERS MATCH

1. 1st Lt. Orin J. Bushey
2. 2nd Lt. James W. Andrew
3. 1st Lt. James T. Shively
4. 2nd Lt. Norfleet G. Bone (Res.)
5. Capt. Warner B. Gates
6. 1st Lt. Ennis B. Mallette (Conn.N.G.)
7. 2nd Lt. George J. Eppright
8. 2nd Lt. Chas. B. Overacker
9. 2nd Lt. Budd J. Peaslee (Reserve)
10. 2nd Lt. Narcisse L. Cote
11. 2nd Lt. Earl C. Robbins
12. 1st Lt. Garnett O. Caldwell (Ark.N.G.)
13. 2nd Lt. Walter W. Gross
14. Capt. Clarence E. Hodge (Mass.N.G.)
15. Capt. Wm. G. Rector (N.Y.N.G.)
16. Capt. George Cobb (Md.N.G.)

PILOTS MATCH (OBSERVATION & ATTACK)

1. 2nd Lieut. Earle E. Partridge
2. 2nd Lieut. John W. Bowman
3. 1st Lieut. Lotha A. Smith
4. 2nd Lieut. Howard M. Turner
5. 2nd Lieut. Lawrence H. Douthitt
6. 1st Lieut. Royal B. Lea
7. 2nd Lieut. Henry W. Dorr
8. 2nd Lieut. Joseph H. Atkinson
9. Captain Victor E. Nelson (N.Y.N.G.)
10. 2nd Lieut. Harold T. Brown
11. 2nd Lieut. Ivan M. Palmer
12. 1st Lieut. Edward V. Harbeck
13. 1st Lt. Robert A. Nagle (Mass.N.G.)
14. Capt. Earl W. Fleet (Conn.N.G.)
15. 2nd Lieut. Reuben Kyle
16. Capt. Chas. A. Masson (Md.N.G.)

BOMBARDMENT MATCH

1. 1st Lt. John F. Whiteley (pilot)
- 1st Lt. Wm. M. Lanagan (bomber)
2. 2nd Lt. Harold A. Wheaton (pilot)
- 1st Lt. David L. Behncke (bomber)
3. 2nd Lt. Fred G. Richardson (pilot)
- 1st Lt. Edward H. Holterman (bomber)
4. 1st Lt. Homer W. Ferguson (pilot)
- 1st Lt. Joseph H. Hicks (bomber)
5. 1st Lt. Charles H. Howard (pilot)
- 1st Lt. Robert T. Cronau (bomber)
6. 2nd Lt. Alfred H. Johnson (pilot)
- 1st Lt. Werner O. Bunge (bomber)
7. 2nd Lt. Gilbert L. Tefft (pilot)
- 1st Lt. Joseph T. Morris (bomber)

The winners of the various events in the annual Machine Gun and Bombing Matches from their inception in the year 1925 up to and including 1928, and the scores made are given below as follows:

PILOTS MATCH(PURSUIT)

Year	Winner	Score
1925	Lt. R.W. Douglass	737
1926	Lt. L.M. Merrick	730
1927	Capt. Hugh M. Elmendorf	901.2
1928	Lt. J.J. Williams	765.4

PILOTS MATCH(OBS. & ATTACK)

Year	Winner	Score
1925	Lt. W.R. Carter	1700 *
1926	Lt. Earle E. Partridge	646.0
1927	Lt. Earle E. Partridge	656.6
1928	Lt. Earle E. Partridge	627.8

OBSERVERS MATCH

1925	Lt. James T. Curry	1606 *
1926	Lt. H.C. King	197
1927	Lt. James E. Parker	253
1928	Lt. Orin J. Bushey	175.5

BOMBARDMENT MATCH

1925	Lt. L.L. Beery (pilot)	
	Lt. C.E. Shankle(bomber)	720 *
1926	Lt. H.L. George(pilot)	
	Lt. E.E. Harmon(bomber)	1472
1927	Lt. W.T. Larson(pilot)	
	Lt. H.C. King (bomber)	1519
1928	Lt. John F. Whiteley(pilot)	
	Lt. Wm. M. Lanagan(bomber)	1537

* Subsequent to the matches for 1925 a new method of scoring was adopted, hence the variation in the scores of 1925 and those made in succeeding years.

On June 9th at Langley Field, Va., the Hon. F. Trubee Davison, Assistant Secretary of War, presented a newly created emblem in the form of a gold medal, officially termed, "Distinguished Aerial Gunnery and Distinguished Aerial Bomber Badges", to the majority of the officers who were winners in the Machine Gun and Bombing Matches set forth above. The medals will be forwarded to those officers who were not in attendance at the first presentation of same.

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GENERAL KING COMMENDS AIR CORPS DEMONSTRATION

Brigadier-General Edward L. King, Commandant of the General Service Schools, Fort Leavenworth, Kansas, in an official communication to The Adjutant General, on the subject of the demonstration by the Air Corps units, states:

"1. I have to report that the demonstration given by the units of the Air Corps at this station was a splendid success in every way. I was most favorably impressed with the quiet, orderly and skillful manner in which the different units of the command reached this station -- with their appearance, conduct and demeanor while here, and with the prompt, efficient and effective demonstration given yesterday afternoon.

"2. The demonstration, while primarily for the instruction of the students at the Command and General Staff School, was witnessed by a large concourse of the civilian population from the surrounding country.

"3. The whole demonstration was so conducted as to impress me with the splendid efficiency and discipline of the units of the Air Corps which participated."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERSChanges of Station:

Major H.H. Arnold, C.O. of Marshall Field, Fort Riley, Kansas, to Command and General Staff School, Ft. Leavenworth, Kansas, as student 1928-1929, 1-yr. course.

Following officers to Philippines, sailing from New York about Sept. 5th:

Captain Wm. F. Volandt, Wright Field, Dayton, Ohio.

1st Lieut. Charles A. Horn, Office Chief of the Air Corps, Washington, D.C.

2nd Lieut. John G. Salesman, Scott Field, Ill.

Following officers, upon completion of tour of duty in Philippines, to proceed to stations indicated:

Captain David S. Seaton to Langley Field, Va.

1st Lieut. Armour S. Heffly to Mitchel Field, N.Y.

1st Lieut. Charles E. Thomas, Jr., to Rockwell Air Depot, San Diego, Calif.

1st Lieut. Hugh A. Bivins to Langley Field, Va.

1st Lieut. Charles C. Chauncey to Mitchel Field, N.Y.

1st Lieut. Hez McClellan to Mitchel Field, N.Y.

1st Lieut. Frederick I. Patrick to Kelly Field, Texas.

Captain Dudley B. Howard to Office, Chief of the Air Corps, Washington

Following officers assigned to 11th Bombardment Squadron, Rockwell Field, Coronado, Calif.:

2nd Lieut. Henry R. Baxter, Langley Field, Va.

2nd Lieut. Herbert C. Lichtenberger, Langley Field, Va.

2nd Lieut. Robert L. Brookings, Bolling Field, D.C.

1st Lieut. Odas Moon, Advanced Flying School, Kelly Field, Texas.

1st Lieut. Raphael Baez, Jr., Chanute Field, Ill.

1st Lieut. Frederick P. Kenny, Brooks Field, Texas.

1st Lieut. James F. Phillips, Brooks Field, Texas.

2nd Lieut. James S. Stowell, Student, Advanced Flying School, Kelly Field.

Capt. Edward C. Black, Intr. Maryland National Guard.

The following officers, upon completion of tour of duty in Hawaii, to proceed to stations indicated:

1st Lieut. John S. Griffith to Kelly Field, Texas.

1st Lieut. Milton J. Smith to Middletown, Pa., Air Depot.

Orders assigning Major George H. Peabody to duty as student at Air Corps Tactical School, Langley Field, Va., revoked.

1st Lieut. Robert D. Moor to Mitchel Field, N.Y. upon completion of tour of foreign service. Orders assigning him to Selfridge Field revoked.

1st Lieut. Harlan W. Holden, Pope Field, to Selfridge Field, Mich.

Major Lewis H. Brereton, upon completion of present course of instruction at Command and General Staff School, Ft. Leavenworth, Kansas, to Fort Sill, Okla. for duty with 88th Observation Squadron.

1st Lieut. Donald D. Fitzgerald from Wright Field to Brooks Field, Texas.

2nd Lieut. Herbert K. Baisley from temporary duty, New York University, N.Y. City, and 2nd Lt. George V. Holloman, Kelly Field, to 88th Observation Squadron, Post Field, Fort Sill, Okla.

Capt. Richard H. Baklard, upon completion present course of instruction at Air Corps Tactical School, to Fort Sill, Okla., as student Field Artillery School.

Capt. Frank H. Pritchard, Selfridge Field, to 7th Bomb. Group, Rockwell Field.

1st Lieut. Aubrey C. Strickland, from duty with Organized Reserves, 8th Corps Area, to Rockwell Field, Calif., with 95th Pursuit Squadron.

Following officers relieved from Selfridge Field, Mich., and assigned to 95th Pursuit Squadron, Rockwell Field, Calif. Capt. Hugh M. Elmendorf, 2nd Lieuts. Kirtley J. Gregg, Joseph G. Hopkins, John J. Williams, Irvin A. Woodring.

Major Wm. O. Ryan relieved assignment Kelly Field upon completion present course at Advanced Flying School and to duty with Org. Reserves, 2nd Corps Area, New York City.

Captain Alfred F. King from Brooks Field to Maxwell Field, Ala.

1st Lieut. Charles W. Sullivan from Brooks Field to O.C.A.C., Washington, D.C.

1st Lieut. Charles Y. Hanfill, Brooks Field, to Baltimore, Md. as instructor Maryland National Guard.

Major Eugene A. Lohman to 12th Obs. Squadron, Fort Sam Houston, Texas. Orders assigning him to Fort Sill, Okla., revoked.

1st Lieut. Lucan V. Beau, Jr., from Crissy Field to March Field, Calif.

Detailled to the Air Corps and to Brooks Field, July 1st, for training:

1st Lieut. Bradford W. Kunz, Infantry: Captain Carl H. Strong, Cavalry.

2nd Lieut. Samuel W. Van Meter, Cav. 2nd Lt. Lindsey R. Wingfield, F.A.

2nd Lieut. Frederick A. Bacher, Jr., F.A.

Reserve Officers to active duty for one year to June 30, 1929:

To Rockwell Field, Calif: To Post Field, Fort Sill, Okla.:

1st Lieut. Earle E. Garbutt, Portland, Oreg. 2nd Lt. Lilburn D. Fator.

1st Lt. Herald Walker, Seattle, Wash.

To Maxwell Field, Ala.:

1st Lt. Archie F. Roth, Portland, Oreg.

1st Lt. Chas. M. Gravatt, Asheville, N.C.

2nd Lt. Norman H. Ives, Los Angeles, Calif.

2nd Lt. Wm. H. McArthur, New Orleans, La.

2nd Lt. Howard Wm. Keefer, San Diego, Calif.

1st Lt. Edwin S. Delaplane, Jr.

To Selfridge Field, Mich.:

Montgomery, Ala.:

2nd Lt. Clifford V. Abbott, Fremont, Ind.

To Marshall Field, Ft. Riley, Kans.:

2nd Lt. Julius A. Barr, Pittsburgh, Kans.

1st Lt. Guy F. Hix, Dayton, Ohio.

2nd Lt. Lewis M. Gravis, Martinsville, Ind.

2nd Lt. Harry W. Fowler, San Antonio, Tex.

2nd Lt. Royal Leonard, Waco, Texas.

2nd Lt. Wm. Erickson, Omaha, Nebr.

2nd Lt. Arthur C. Lybarger, Lima, Ohio.

1st Lt. Melville C. Robinson.

2nd Lt. C. T. Robertson, Fayetteville, Ark.

To Crissy Field, Calif.:

To Langley Field, Va.:

1st Lt. Raymond J. Little, Piedmont, Cal.

2nd Lt. Clarence T. Mower, Malden, Mass.

2nd Lt. Paul E. Reeder, Kokomo, Ind.

Active duty of following Reserve officers extended to June 30, 1929: 2nd Lt. Robert D. Johnson, Capt. Cecil G. Sellers, 2nd Lt. Leo Katzman, 1st Lt. David L. Behncke.

NOTES FROM AIR CORPS FIELDS

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Air Depot, Middletown, Pa., May 31st.

Well, here we are back in the News Letter. In case you have forgotten us, who run the snappiest Depot in these United States, take a look at our line up

Lieut.-Colonel Fravel	-	Commanding
Capt. Christine	-	Depot Supply
Capt. DeFord	-	Adjutant
Capt. Hart	-	Quartermaster
Lieut. Zellner	-	Asst. Depot Supply
Lieut. Estabrook	-	Engineer Officer
Lieut. Harris	-	Asst. Engineer Officer
Lieut. McGregor	-	Operations
Lieut. Mills	-	Inspection
Lieut. O'Neal	-	Station Supply.

During the merry month of May, the engineers auctioned off 23 beautifully overhauled motors on a grateful world -- 15 Libertys and 8 D-12s. Not content with this seemingly stupendous effort they also major overhauled 14 aircraft including numerous PTs, not to speak of Ols, O2s and Pls. Libertys are taboo from now on, so tools and jigs for D-12s have been manufactured and installed.

Depot Supply, under the able guidance of Capt. Christine, nonchalantly shipped and received 348,660 lbs. of material valued at \$766,061.57. Yes, all in the same month.

The Ass't. Sec'y of War, Hon. C.B. Robbins, flew in on May 10th, for a one day visit, departing the next morning for Bolling.

Colonel Fravel spent the 28th in New York City, where he met the S.S. "California", bringing Mrs. Fravel home from a pleasant visit to Panama.

Captain DeFord flew to Williamsport on the 25th, delivered a speech before the Aero Club at that place, and journeyed, the next day to Berwick, Penna., where a most successful air port dedication took place.

Lieut. Harris flew to Whitney Point, N.Y., where, with the aid of kindly citizens, he gathered up the wreck of an O-1 for shipment back to the Depot.

Lieut. McGregor Pennsylvaniaed to Mitchel on the 2nd and returned the next day with an Amphibian for overhaul.

Lieut. Mills ferried a brand new Marmon 68 home from Indianapolis, but there being slight indications and prophecies of rain in this part of the state, said Marmon has remained securely lashed in its hangar.

Lieut. O'Neal made two quick trips to Baltimore the other afternoon, one to secure a radio specialist to doctor our ailing static producer; the other to return him safely to his native smoky environs.

Rockwell Air Depot, Coronado, Calif., May 28th.

The following is an account of the annual picnic of Rockwell Air Depot, held May 23rd, afternoon and evening: The weather was ideal and everybody turned out, neighbors and all. The program was a varied one. From 12:00 noon to 1:30 P.M. inspection and sightseeing of shops took place. The festivities commenced at 1:30 with the singing of "America" followed by three numbers rendered by the Olivewood Choral Society. Mr. H.A. Spellman, Chairman, next introduced Major A.L. Sneed, Commanding Officer of Rockwell Field, who gave an address of Welcome.

At 2:00 P.M. a fine mounted exhibition of U.S. Cavalry was given by the troops of Camp Hearn. The Field events, in charge of Mr. William Woodall, commenced at 2:30 P.M. and included ladies' egg race, high jump, centipede race, sack race for children, 100-yard dash, chariot race, horse-shoe pitching contest, golf tournament, nail driving contest for ladies, wardrobe contest, casting for distance, fat men's race, etc. Lieut. O.P. Gothlin, Jr., in a PW-9, gave the crowd some thrills with his acrobatic flying.

At 5:00 o'clock a picnic lunch, in charge of Mr. J.W. Buis, was served to about six hundred and fifty people, and all agreed that the Chairman had spared no pains in his efforts to please with his delicious sandwiches, potato salad, baked beans, fruits, ice cream, cake and coffee. The children had their fill of ice cream, for they had the privilege of calling at the "Stand" at any time during the afternoon for a "cone". Another very thoughtful plan of the Com-

mittee was furnishing the children with balloons and base balls.

At 6:30 the company adjourned to the Officers' Club, where the last half of the festivities took place. The awarding of the prizes to winners was first on the program. As an athlete, Mr. Albert Corwin, of the Operations Office, took highest honors, winning first prize in the 100 yard dash and also first prize for the high jump. The awarding of the prizes was followed by two minute talks by the Heads of the various Departments, for which a prize was also given and won by Mr. C.W. Knight, Chief Clerk. At 7:00 P.M. a splendid program of professional talent, arranged by Mr. Clarence D. Springer, of the Engineering Department, was given. Mr. Springer's fine bass voice was appreciated in several vocal numbers. Other numbers on the program was a pianist, a whistler, song and dance act, bag pipers, and dance Novelty.

Dancing commenced at 8:30, the Grand March being led by Major and Mrs. J.H. Houghton. A prize waltz was one of the features of the dance. Door prizes were also given.

The Depot Personnel was divided into three divisions for competitive purposes and the winning points were awarded accordingly. Division No. 1 received 42 points and was declared winner. Division #2 came in second with 32 points and Division #3 received 17 points. A beautiful bronze trophy in the form of a shield mounted on black walnut, was awarded Division #1, and this trophy will be contested for next year.

The committee, which worked hard and long to make the picnic a success and deserve the highest praise, consisted of the following civilian employees: Messrs. Spellman, Black, Buis, Duthie, Hopwood, Schoot, Springer, Woodall, Mrs. Wiseman and Miss Linden, besides many others who put their shoulder to the wheel, and the results obtained plainly showed what can be accomplished by enthusiasm and cooperation.

Rockwell Field, Coronado, Calif., June 5th.

Brigadier General Frank M. Caldwell, commanding the Ninth Coast Artillery District, accompanied by Major W.E. Duvall, Commanding Officer of Fort Rosecrans, paid a visit to Rockwell Field on May 12th. The same day Dr. Carl Gustaf Rossby, Chairman of the Meteorological Committee for the Guggenheim Fund for Promotion of Aeronautics, visited this station, arriving in a Crissy Field plane, piloted by Lieut. W.R. Taylor, A.C.

Captain Wm.C. Ocker, with passenger, from Crissy Field arrived at this Field, May 15th in an O-2-A airplane. After having a new starter and wheel assembly installed, they departed the following day for Bolling Field via Tucson, El Paso, Fort Sill, and St. Louis.

Captain C.E. Giffin, with John V. Mumma, Parachute Inspector, left Rockwell Field June 2nd on a Parachute Inspection Tour. This trip will take in all Air Corps activities in the Ninth Corps Area supplied by Rockwell Air Depot, and will be of approximately ten days duration.

A great deal of activity is taking place right now at Rockwell Field preparing to receive Headquarters 7th Bombardment Group, 11th Bombardment Squadron, and 95th Pursuit Squadron. Buildings are being overhauled, tent camp erected, etc., and it is expected by the twentieth of June the troops will have arrived.

San Antonio Air Depot, Duncan Field, Texas, June 2nd.

This Depot was glad to receive a short visit from Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, accompanied by Major Carl Spatz, who were in this vicinity May 23rd in connection with plans for the new Air Corps Training Center. Lieutenant E.C. Whitehead, of Wright Field, was also a visitor at this Depot on that date, having arrived in connection with General Foulois' visit.

Captain Trunk and Lieuts. Vanaman, Halverson and Chapman of this Depot attended the formal opening of the new Municipal Airport at Beaumont, Texas, May 19th, on the invitation of the Beaumont Chamber of Commerce.

Lieut. Thomas H. Chapman, under orders for foreign service, left here May 21st on a two weeks' leave of absence, at the conclusion of which he is to proceed to San Francisco and sail on June 8th for the Philippine Islands. On Thursday evening, May 17th, the officers of Duncan Field honored Lieut. Chapman with a stag dinner at the Alamo Club. Lieut. Chapman has been on duty at this Depot over three years, and carries with him the sincere wishes of the Depot personnel

and his many other friends in this vicinity for bon voyage and happiness at his new station.

Lieut. Norman D. Brophy ferried a PT-1 to Love Field, Dallas, Texas, on May 28th, returning here by rail on the 29th.

2nd Lieut. Bledsoe Payne, Air Corps Reserve, completed on May 29th a two weeks' tour of instruction and training on inactive status at this Depot, and returned to his home at Port Arthur, Texas.

Lieut. James E. Duke, Jr., left this depot on June 2nd for Buffalo, New York, under orders to secure one of the new A-3 attack planes from the Curtiss Factory and ferry it to Kelly Field.

The erection of a new Engine Cleaning Department for the Engineering Department of this Depot is now under way. This, when completed, will fill a long-felt need.

France Field, Panama Canal Zone, May 31st.

Major Carlyle Wash, A.C., arrived from March Field, California, on May 4th and immediately assumed command.

Lieut. Pardoe Martin, A.C., departed on the U.S. "NITRO", May 8th, for Managua, Nicaragua, where he will be on duty as Assistant Attache to observe the work of the U.S. Marine Air Forces in their campaign against the bandit Sandino.

It is understood that Lt. Martin is averaging about five hours per day over the theatre of operations in Marine planes.

Lieuts. James E. Parker and Robert W. Douglas departed in two PW-9s on May 12th for Washington, D.C. -- flying by way of Managua, Nicaragua; Guatemala City, Gua.; Minatitlan, Mexico; Tampico, Mexico; Brownsville, Texas; and San Antonio, Texas; -- thence over the Airways to St. Louis, Mo.; Dayton, Ohio and Washington.

Lieut. R.B. Davidson flew to David with Captain Connell and remained five days -- returning on the 14th in a DH.

On May 18th Colonel Gohn, the new Commanding Officer of Fort Davis, C.Z., accompanied by Capt. Greer and Lieut. Beatty, flew with Lieut. Davidson on a reconnaissance mission to Nombre de Dios, R. de P., and in the vicinity of the Chagres River. Colonel Gohn and his officers were greatly pleased with the flight in that they were able to gather much valuable information.

Privates Cenders and Myers of the 63rd Service Squadron, A.C., recently returned from a fifteen day hunting trip in the vicinity of Bouquete, R. de P., and report bagging a red deer, a sloth bear and four monkeys -- one of which was a black howler with a young one which was kept as a mascot.

On May 26th a party of five officers and six enlisted men went to Porto Bello on a fishing expedition and returned the next day with several sea bass and barracudas.

Camp Nichols, Rizal, P.I., May 9th.

Flight "B", 2nd Observation Squadron: Our Flight Commander, Captain Donald Wilson, with Mrs. Wilson and family, left Camp Nichols for a trip into the wilds of Baguio and the Mountain Province. When they signed out at the main gate about all of the humanity visible was thru the wind shield and one small head sticking up from among some golf bags. The flight gave them a full cheer for a pleasant trip -- in thought, if not verbally.

Capt. C.M. Savage just arrived from the States and is equipping himself for a stay with Flight "B".

Staff Sgt. Ray Willet, our First Sergeant, stepped out of the shadow into the spotlight during the month by taking second prize in the Departmental Golf Tournament for enlisted men, he winning first place in the second flight. All of the golfers here are certain that Willet would have won first place had he been playing in the first flight. He is confident of taking a bag cup next tournament, although the cup which reposes upon the desk in Flight Headquarters is a classy piece of workmanship.

Headquarters, 4th Composite Group: 1st Lieut. Donald R. Goodrich is now in command of this detachment, having relieved 1st Lieut. Corley P. McDarment.

We have just finished a very successful season on the target range. In the dismounted pistol course five men qualified as experts, eight as sharpshooters, and fourteen as marksmen. Sergeant Arant is still the best shot in the organization, with Sergeant Fitzpatrick a close second.

The Camp Nichols Tennis Team, consisting of Private Carr, Manager, Corporal

Livingston and Corporal Ligon, Headquarters Detachment; Privates Griffis and Ditter, 66th Service Squadron; Staff Sergeant McDerment and Private Jones, 28th Bombardment Squadron, recently went to Clark Field for a few sets. Final score is not known, but we understand they came back as winners.

66th Service Squadron: Sergeant Joseph H. Beneyides, acting 1st Sergeant of the Squadron for the past fifteen months, who was discharged on April 18th took on another three years, and is now waiting for the 25-year bill to pass.

The Transport "Grant" arrived in Manila April 21st with Staff Sergeant Archie L. Cathie, replacement for Staff Sergeant Harold G. Finch; Staff Sergeant Harvey C. Kidd, replacement for Staff Sergeant Charles J. Bush; and Staff Sergeant John E. Morris, replacement for Staff Sergeant Benjamin Roth. The Squadron wishes the non-commissioned officers returning to the States the best of luck and to the new arrivals -- a hearty welcome.

The target season is over for this year. Some very good scores were made with the pistol. The Squadron gave prizes for the five highest individual scores and prizes for the five highest team scores.

28th Bombardment Squadron: The Squadron lost Captain D.S. Seaton, the Commanding Officer, who was assigned to the Philippine Air Depot. Captain Seaton is leaving for the States on the July transport. Lieut. James A. Woodruff, ranking officer, assumed command.

The Squadron received two officers on the April transport, 2nd Lieut. Wilfred J. Paul, who was assigned to duty with Post Headquarters, as Assistant Personnel Adjutant, and 2nd Lieut. George L. Murray assigned as Communications Officer.

Four more members of the Infantry transferred to this squadron during the month of April. One of them is the much talked of ball player, Larry Doyle.

Lieut. Bond, Staff Sergeants Gail, Tyler, Garrison and Roberts are leaving on the April transport and we wish them the best of luck at their new stations.

The April transport brought to this squadron, Staff Sergeants Butler, Crawford and Staff, and we hope they will enjoy themselves during their two-year stay in the Islands.

Private 1st Class Harry Kramer, our Squadron Clerk, was promoted to the grade of Corporal. We knew he would make the grade working overtime every night. Guess he will work until 10:00 P.M. every night now to earn the other stripe.

The Squadron is lucky in having 1st Sergeant Hamer, and he is one who deserves the credit for having qualified all but five members of this Squadron on the pistol range. He spent many weary hours on the range coaching the men prior to the target season in trigger squeeze.

Staff Sergeant Rule is going to Baguio for 30 days to rest up and get his finger nails clean from the Armament Section prior to leaving for the States on the July transport.

6th Photo Section: Sergeant Charles W. Shattuck of March Field, arrived on the transport "Grant" and was assigned as Supply Sergeant of the Section.

A number of the enlisted men contracted the golf craze and have constructed a two-hole golf course along side the Photo Section Barracks. Sergeant Winfrey has been playing on the Municipal Course, but due to the high cost of the 19th hole, has discontinued playing until pay day.

A new Brunswick phonograph was purchased out of the Section funds and installed in the Section Barracks. The dark room boys are playing everything from Caruso to Al Jolson.

Clark Field, Pampanga, P.I., May 9th.

A despedida party was given at the transport hop last week by Major Walton in honor of the Clark Field personnel leaving on the May transport. The guests of honor were Lieut. and Mrs. John G. Williams, Lieut. and Mrs. Kenneth B. Wolf, Lieut. Schulgen and Mrs. Clements McMullen. Practically the entire Third Pursuit Squadron was present at the party to bid farewell and wish a bon voyage to its departing members.

Kindley Field, Fort Mills, P.I., May 9th.

The baseball season is over and Kindley Field is again resting on its laurels. A fitting finale was given the schedule when most of the Squadron journeyed to Manila and watched the team take the U.S.S. Goldstar aggregation into camp to the tune of 6-2.

We now claim the finest recreation room in the Islands. We have moved it, bag and baggage, from the Post Exchange Building to the old Guard House, and everything that paint, varnish, elbow grease, and a few pesos could do toward improvement has been done. Pool tables are in the best of repair and are well patronized. The new location affords the best view of Kindley Field -- straight over the China Sea. Of course, the breezes will blow during typhoon season, but that will only add to the fun.

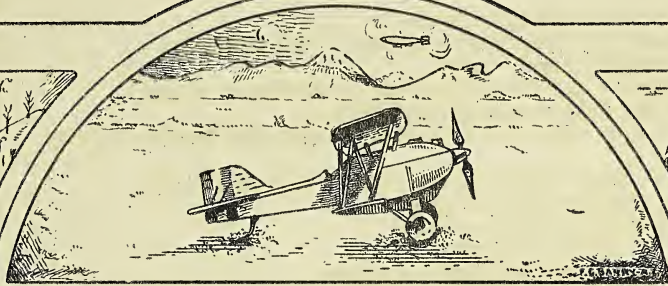
The Post Exchange building was remodeled and is now available as a dance pavilion. The first Kindley Field dance was held on April 19th in honor of our "short timers". Camp Nichols is wondering why they didn't attend. May be they will next time. If enthusiasm is any criterion, we can count on a series of successful parties.

During the month we were visited by Brigadier-General George S. Simonds, U.S.A., who is on an inspection tour. He arrived via an Amphibian on April 25th and returned to Manila by air on the same date. He was accompanied by Major W.G. Kilner, A.C. and Major E.N. Hardy, G.S.C.

Among the new arrivals on the Grant were Technical Sergeant James A. Lee from Langley Field, who is assigned to the line as an enlisted pilot, and Staff Sergeant Conrad O. Krogstad from Brooks Field, Texas, who has taken over the job of Post Sergeant Major. Both express themselves as tickled to death with getting a Corregidor assignment. We received no officer personnel on this boat, but are looking forward to getting two on the next transport.

At the conclusion of the regular target season, the Coast Artillery allotted seventy-five rounds of ammunition for use by the Air Corps in position finding practice. Five practices were scheduled, two in which fire was directed on a stationary target and three in which fire was brought to bear on a towed target. Very interesting results were obtained in these tests and it is believed that the Coast Artillerymen were rather startled when in the first practice, a hit was secured on the fourth shot. The "lay-on-me" method was used, the target being invisible to the battery in all practices.

During the past month the rising thermometer sent many week-end guests to the hospitality of Corregidor. Among them were Captain and Mrs. Lawrence Hickey, Mrs. John Pirie, Captain and Mrs. David Seaton, Lieut. and Mrs. K.B. Wolfe, Lieut. and Mrs. J.G. Williams and Lieut. W.R. Paul.



Air Corps

News

Letter



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OFFICE CHIEF OF AIR CORPS
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Information Division
Air Corps

July 10, 1928

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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MAIL TRANSFER FROM AIRSHIP TO TRAIN
By the Scott Field Correspondent

Probably the first attempt that has ever been made to effect the transfer of mail from air to train was carried out at Scott Field, Belleville, Ill., on June 15th last. Lieut.-Colonel John A. Paegelow, Commandant of Scott Field, directed the test, the ship being flown by Lieuts. Karl S. Axtater and Edward H. White. The attempt was made in cooperation with the Illinois Central Railroad authorities, Mr. F. E. Hatch, General Superintendent; Mr. J. F. Umshler, Trainmaster, and Mr. J. Morgan, shop foreman. There was practically no advance preparation other than as to setting the time of the attempt and the place, one of the purposes of the test being to demonstrate the possibility of intercepting a train in an emergency and transferring mail or passengers from airship to train while both are in motion.

The train, a fast traveling express, left Belleville, Illinois, at 7:21 a.m. for New Orleans at approximately the same time Colonel Paegelow received the mail bag on the airship with orders to intercept the express and transfer the mail. The train was intercepted several miles out of Belleville, traveling between thirty and forty miles an hour. The speed of the airship was then synchronized as closely as possible to that of the train, with the ship flying directly above the train.

Due to block signals and cross wires at frequent intervals along the track, it was found extremely difficult to descend to the top of the train in the short spaces between obstructions. At one time when the train passed between wooded sections on both sides of the track the car of the airship and the train were completely hidden from an accompanying airship carrying a photographer. A cross wind made it difficult to keep the ship, which is 210 feet long, in a position parallel to the train and there was danger of fouling the rudder in the telephone lines along the track. On one occasion the rudder surface dropped below the top of the car, between the train and telephone wires, and it was necessary to drop several bags of ballast.

The greatest difficulty experienced was in synchronizing the speed of the airship with that of the train. The engineer on the train, endeavoring to assist to the best of his ability, slowed down the train on two occasions just as contact was about to be made, and as a result the ship overshot the mail coach. However, when the misunderstanding was corrected the speed of the train was kept constant and on the next attempt the ship cruised directly over the train and when an open stretch of track was reached dipped down to the top of the train, the bag of mail was handed to the mail clerk on the train, and the ship soared off and returned to Scott Field.

The test demonstrated the feasibility of not only transferring mail from airship to train, but also transferring passengers, and it is hoped that such an attempt will be made in the near future.

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AIR CORPS GROWS IN POPULARITY AMONG WEST POINT GRADUATES

Of the 260 students of the United States Military Academy, West Point, N.Y., who graduated on June 9th last, 76 have elected to cast their lot with the Air Corps, or approximately 29%. Under orders recently issued by the War Department, these 76 newly commissioned 2nd Lieutenants are detailed to the Air Corps, effective September 8, 1928, and they have been directed to proceed, upon the expiration of their present leave of absence, to the Primary Flying School at Brooks Field, San Antonio, Texas, for training. None of the members of the graduating class were commissioned in the Air Corps for the reason that the Air

Corps Act, approved July 2, 1926, prohibits officers being permanently commissioned in the Air Corps unless they qualify as flying officers.

The following tabulation shows the number of graduates assigned to the various branches of the service, also the number from each branch detailed to the Air Corps:

<u>Branch of Service</u>	<u>Regularly Assigned</u>	<u>Detailed to Air Corps</u>
Corps of Engineers	24	2
Signal Corps	11	4
Cavalry	25	7
Field Artillery	48	15
Coast Artillery Corps	33	12
Infantry	116	34
Quartermaster Corps	3	2
Total	260	75

Members of the graduating class detailed to the Air Corps are enumerated below, as follows:

Albert L. Alexander, Jr.	Corps Engrs.	Paul A. Leahy	C.A.C.
John C. Banta,	"	Roger M. Ramey	Inf.
Donald B. Smith,	Infantry	Harold Brown	"
John S. Mills	Field Art,	Forrest G. Allen	"
George W. Mandy	"	John T. Murtha, Jr.	"
Alfred R. Maxwell	C.A.C.	George W. Baker	"
Paul H. Johnson	C.A.C.	Ralph J. Butchers	"
Roscoe C. Wilson	Field Art.	Samuel E. Anderson	C.A.C.
William H. Hennig	C.A.C.	Joseph A. Bulger	"
Bryant L. Boatner	Field Art.	Frank R. Maerdian	Inf.
Nathan B. Forrest, Jr.	Cavalry	George F. Smith	"
Robert F. Tate	"	Allen W. Reed	"
Karl G.E. Gimmler	Field Art.	Arthur W. Moehan	"
Samuel R. Brentnall	"	Walter G. Staley	"
Henry F. Beaumont, 4th, Jr.	Cavalry	Thomas J. Moran	"
Clayton J. Mansfield	"	Truman H. Landon	C.A.C.
Paul D. Peery	C.A.C.	Richard R. Middlebrooks	Inf.
Frank F. Everest, Jr.	Field Art.	Charles F. Howard	"
John J. Morrow	C.A.C.	Hampton E. Montgomery, Jr.	"
Frank J. Coleman	Sig. Corps	Maurice C. Bisson	"
John B. Allen	"	Harry E. Wilson	"
Norris B. Harbold	Field Art.	Robert W. Warren	"
George R. Bienfang	"	August W. Kissner	"
Charles G. Goodrich	"	LaVerne G. Saunders	"
Alvord V.P. Anderson, Jr.	Cavalry	Frank L. Skeldon	"
Robert J. Dwyer	Field Art.	Emmett O'Donnell, Jr.	"
Frederick L. Anderson	Cavalry	Donald W. Titus	"
Thayer S. Olds	C.A.C.	Emmett F. Yost	"
Robert F. Travis	Field Art.	Robert K. Taylor	"
Thomas J. Cody	Sig. Corps	James M. Ivy	"
Carl H. Sturies	"	Alfred B. Denniston	Q.M.C
William H. Tunner	Field Art.	James W. Brown, Jr.	Inf.
Ralph E. Koon	Cavalry	Edward F. Shepherd	Q.M.C
Oren R. Meacham	C.A.C.	Samuel H. Lane	Inf.
Howard G. Bunker	"	James F. Olive, Jr.	"
Henry L. Flood	Infantry	Edgar A. Sirmeyer, Jr.	"
Stuart G. McLennan	Field Art.	Robert Wiesenauer	"
John A. Sanford	"	Thomas W. Steed	"

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CHANGES AT ROCKWELL FIELD, CALIF.

Major A. L. Sneed, Air Corps, who has been in command of the Rockwell Air Depot, Coronado, Calif., since November 15, 1927, was relieved of that assignment and has assumed command of Rockwell Field, where the Headquarters 7th Bombardment Group, the 11th Bombardment Squadron and the 98th Pursuit Squadron are being reconstituted. Major J. H. Houghton, Air Corps, has assumed command of the Rockwell Air Depot, and 1st Lieut. Oliver P. Gothlin, Jr., Air Corps, appointed as Chief Engineer Officer of the Rockwell Air Depot.

PROFESSOR JUNKER'S ATTITUDE TOWARD THE TRANSOCEANIC FLIGHTS

Professor Junkers stated that his works stood in no other relation to the Kohl-Hunefeld project than that of airplane supplier. He had no participation in this project either financially or organizationally, even indirectly through other navigation or air traffic enterprises, as was wrongly supposed. Professor Junkers then explained that it was incorrect and unjust to characterize the attempt at a transoceanic flight as a sporting nuisance without any practical value or even as a veiled attempt at suicide, as has been done. "We can distinguish," continued Professor Junkers, "the action of two fundamentally different but interdependent types of men in all fields of human and political endeavor: the conservative man whose efforts in economic life aim at mass production without risk; in other cases, at the office-holder's career, extensively insured as it is against external disturbances; on the other hand, the opposite of this man, the pioneer, the man who stakes all on one card, the man of great risks. This type is the man of progress, the road-forger, sometimes also the revolutionary. He is the one who raises new problems and tries to solve them, and who concedes the freest right of operation to every personal initiative. These men broaden the boundaries of human energy and human action. We need these two types in all fields of human activity. They create tension, urge and healthful obstruction; in a word, development.

"It must, of course, not be concluded from this that every venture has a moral value simply because it is a venture. That would be a much too far-reaching conclusion. It goes without saying that the venture is also subject to criticism and one must condemn every venture when the object is not great enough to justify the risk, or when the degree of probability of success is too small. This measure is somewhat elastic, and history has revised many a judgment that contemporaries have passed. When we look back from the standpoint of our stage of technical development, we may say with good reason that the history of the development of communications consists at first only of a series of attempts with unsuitable means. Just consider with what kinds of ships Columbus and Magellan made their discoveries. Think of the passionate fights against the railroad and of the history of the auto's development. That is what I mean when I say that history has often revised the opinion of contemporaries; it has made dare-devils into martyrs of an idea and great discoveries.

"The development of aviation would not have been possible at all without the type of man who takes upon himself a great risk. The further development of aviation will also not be able to do without cultivating courage and resolution. A stake for an ideal object has never yet been in vain, even if the one or the other could not gain a name by the loss of his life. The individual may perish, but the movement itself is driven forward by these ready-to-venture men who, in their urge for progress and accomplishment, do not flinch at danger.

"I have really said about all there is to say about the main points: It is unjust to condemn men who have set the crossing of the ocean as their goal simply because the attainment of their goal is connected with danger to their life. Do we condemn the mountain climber, the jockey, the motorcyclist, the automobilist, who often sacrifice their life to sport without having a great goal before them? Hence, more justice for the ocean fliers!

"The problem they have assigned themselves is a great one. That is a fact that cannot be disputed. Success today in the age of sport is a gain in national renown. But it would be quite wrong to deny the ocean attempts any practical value. They give the constructor of motor and machine problems which promote technical development more strongly in a few months than the easy-going work of much greater spans of time can do under other circumstances. We were able to observe this very well during the preparation of our record flights and later, while we were preparing the flight of the "Bremen" and "Europa." It is always the great problem that produces the exceptional accomplishment. Striving toward a goal, in aviation just as everywhere else, bears its fruits.

"The objection has been raised that they should wait with the ocean flight attempts until a more suitable machine is available. Persuasive as this objection appears, it is psychologically and practically incorrect. It lies in the nature of every development of communications that the intermediated stage of pure venture cannot be skipped. Nothing shows this more clearly, for example, than the development of aviation thus far. In ocean navigation they did not wait for the twin-screw steamer with watertight bulkheads, nor for the steam compound

locomotive in land transportation. The means, the instrument, always remained somewhat behind the object, and it was precisely this tension what brought development and progress.

"As regards the risk, it does not seem to me so great that it cannot be borne. It is chiefly a weather risk. The solution of these problems must naturally be left to the pilot and the meteorologists. The other question, land airplane or hydroplane, in the present stage of technique can only be answered in favor of the land plane. As long as ocean flight is predominantly a motor question as long as not only a proper supply of gasoline but, in addition to that, a large fuel reserve must be carried to travel such vast distances, the land plane, which possesses a greater range of flight than the hydroplane owing to the more favorable aerodynamic conditions, will stand in the foreground. The assumption that there will in the near future be types of airplanes with which one can make emergency landings at any place on the ocean and in any weather and wait for help is not shared by all professional circles. I believe that we will sometime have large airplanes weighing 100 tons with perhaps 40 percent useful load. But the road in that direction is still long."

Professor Junkers then reverted to a detailed discussion of the reasons why the Dossau works declined all cooperation with the persons preparing for ocean flights. "The problem in itself," said Professor Junkers, "would certainly be tempting and it lies partly in our line, since we have always done a great deal in little cultivated fields of science with great pleasure and enthusiasm in keeping with the research character of my works. But, precisely in view of the research purpose of my works, we have, on the other hand, more important things to do, problems that can only be solved by the concentration of all our forces. There is, to mention only one example, the problems of the airplane engine, which are fundamental for aviation.

"For these reasons we see our duty with regard to transoceanic flight problem only in the role of adviser. In full recognition of the principle of freedom for individual initiative, we warn against rashness and contribute our part to limiting the risk as much as possible wherever the requisites of success appear to be present. I gladly betray to you the secret that, by foregoing a large number of business advantages, we have, through our refusal, prevented ocean flights which we had to assume originated from men who in our opinion were not equal to this task. But wherever the personal requirements are fulfilled, we do not believe we would be serving aviation if we withhold our advice and experience from these daring men and abandoned them to the reproaches of the general public."

Professor Junkers then spoke of the American air traffic, which he said would soon outstrip the European air traffic, and concluded his remarks with the observation that, precisely from the standpoint that struggle and contest alone guarantee human progress, he most heartily welcomed the fact that the world endurance record formerly held by the Junkers fliers Edvard and Ristiez had again reverted to the Americans. He expected that this feat would have a stimulating and fruitful effect upon the German industry which, on its part, would by no means give up sport competition.

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GRADUATES OF THE BALLOON AND AIRSHIP SCHOOL

Graduation exercises for the Air Corps Balloon and Airship School, Scott Field, Belleville, Ill., Class of 1927-28, were held at the Officers' Club on June 29th. Lieut.-Col. John A. Paegelow introduced the speaker of the evening, Mr. J. Lyon Woodruff, of East St. Louis, who delivered a very interesting and amusing address. This was followed by the more serious part of the program, the presentation of the graduation certificates. Chaplain Charles F. Graeser, presented the invocation and benediction.

The graduates of this year's class are:

Lt.-Col. Jacob W.S. Wuest, A.C.
Capt. J.C. Bryan, Air Corps Reserve
1st Lieut. William R. Turnbull, A.C.
2nd Lieut. John P. Kirkendall, A.C.
2nd Lieut. Howard H. Couch, A.C.
2nd Lieut. Ralph E. Holmes, A.C.
2nd Lieut. Fred A. Ingalls, A.C.

Staff Sgt. James E. Hanton
Flying Cadet Matthew H. Cannon
Flying Cadet Howard Edwards
Flying Cadet Louis H. Enos
Flying Cadet Clarence C. Mitchell

THE FLIGHT OF ARMY ENTRY NO. 1 IN THE NATIONAL ELIMINATION BALLOON RACE

Lieut. William O. Eareckson, Aide to Captain William E. Kepner, pilot of the U.S. Army Entry No. 1 in the 1928 National Elimination Balloon Race, tells the following interesting story of their experiences on this flight:

On May 30th, at exactly 5:00 p.m., Eastern Standard Time, a great throbbing sigh, followed by a ringing cheer, went up from the multitudinous assemblage gathered at Bettis Field, Pa., for it was then that, in the words of the program, the first racing balloon "leapt into space."

Einstein was evidently right on this relativity stuff. Everything is relative to something else, and it all depends on the point of view. Thus, quite contrary to the words of the enthusiastic program scribe, one heavier-than-air Superman was heard to mutter, as this racing balloon soared overhead at the spanking clip of eight miles per hour, "My Gawd, is that thing racing? Hey, buddy, don't come too low, you might get run over by a snail!"

These two opinions being so diverse, perhaps a few words in explanation of a balloon race would be appropriate. As it was in the case of Aesop's fable of the Tortoise and the Hare, the victory is not always for the speedy. There are other elements to consider. Of course, in order to have any well founded expectations of winning a race, it is prerequisite that the team in the balloon be to notch in the actual handling of their craft. But, in addition, they should know as much as possible of meteorology, especially that phase of it called aerology; they should have an intimate knowledge of navigation, the theory of gases, aerostatics, and quite often geography is essential. If radio is carried they should be up on that; at times it is well to have a channel record under one's belt; and by the way, while we are dwelling on that region whose equator is the belt, perhaps the prime essential above all others is an excellent grade of good old-fashioned "guts". Unexpected things happen on any long free balloon flight, and it is well to be so constituted that you can always expect the worst with a tranquil mind, and be grinning when it happens.

The winner of a balloon race is the balloon which, when all the contestants have landed, is the farthest from the point of take-off, the distance being measured on the arc of a great circle between the point of the take-off and the point of landing. But I digress. My enthusiasm leads me from the subject, namely, this particular race from Pittsburgh.

The weather all day had been cloudy with occasional showers, accompanied by some mild thunder and lightning, and it was with a feeling of relief that we saw Old Sol break through the cumulous canopy and smile down from his azure setting about a half hour prior to the starting of the race.

Beginning at 5:00 p.m., the balloons took off at five-minute intervals until all 14 entrants were in the air and heading in a general easterly direction, the lower ones going a bit north of east, the higher ones a bit south of east. Our balloon, the Army Entry No. 1, being in ninth position, took off at 5:45 p.m., and flying low headed up towards New England. We had hardly left the ground when we saw that directly ahead of us and about ten miles distant was a high piled cumulous cloud from which issued omnicous rumblings, flashes of lightning and, as we found out later, rain, hail, death and destruction. Having been in storms before, we were not dismayed and even decided to stay low in order to save gas, run into the storm to gain speed and stay with it until night caused it to dissipate.

We had not long to wait. In about forty minutes our speed had picked up from eight miles an hour to twenty. We were directly under the cloud and starting to rise with the rising convection current that fed the cloud. Wishing to stay low, we valved, but continued to rise even more rapidly as the current became stronger. We reached our pressure height at 1,000 feet and continued rising at a rate of from 800 to 2,000 feet per minute, spilling gas from the appendix as we went until at about 5,000 feet we began to descend as rapidly as we had climbed. And with us came the rain in gobs and scads, rivulets and small oceans, while we whirled, eddied, jostled and spun in the most violent set of cross currents I have ever encountered, meanwhile being shocked when the lightning sizzle and jolted when the thunder roared.

More or less expecting to be struck by lightning, we put on our parachutes when we entered the clouds and, figuring that if we were we might be only knocked out rather than killed, we took this precaution. Sitting on the edge of the basket with our centers of gravity well out in space, we tied strings from our rip ring to the basket suspension ropes so that in case we were knocked out we

would fall out of the balloon, our parachutes would open and we would descend in one piece, rather than with the unmanned and probably burning balloon.

Thus we rose and descended until we left the cloud and saw the earth 1500 feet below. Then we got busy checking the descent of our craft. Alternately we poured sand, bag after bag, until we had poured twelve bags and checked our downward velocity to 800 feet per minute. Then we cut loose our drag rope so that it hung down below us, and waited for the earth to fly up and spank us.

While waiting I had a chance to look around and saw balloons all about us, some of them performing the most undignified stunts and all of them showing the loss of from a third to one-half of their gas. Northeast of us the Pittsburgher chased the Army Entry No. 2, piloted by Lieuts. Everts and Ent, up a valley; north of us Capt. Honeywell sat like a huge stationary mushroom in a small terrestrial depression; while from above Van Orman and Morton started down, caught up with us and flashed past us in a shower of sand as they cut bag after bag in a vain attempt to check their descent. We watched them strike, and up they came again like a rocket, disappearing in the cloud above.

Then we hit. And how! And hardly had we hit than the ground wind had us in its clutches, racing us over the ground, sometimes at velocities of from 50 to 60 miles per hour while our static heaviness caused us to kiss Ma Earth every three or four hundred yards. There is nothing on earth more exhilarating than hedge-hopping in a free balloon at a high rate of speed. We crashed through trees, fences, telegraph lines, always keeping the balloon statically heavy so that we would lag behind the central fury of the storm by our friction over the earth until, as we sped over a small rise, we found ourselves face to face with the worst menace to free ballooning - a high tension power line.

With about 30,000 cubic feet of very inflammable hydrogen gas only a bare ten feet above our heads, with every stitch of our clothing and equipment soaking wet and oozing water, standing knee deep in sand, instruments, water, angel cake, ham sandwiches and bananas (all this chaos due to our violent contact with terrestrial obstacles) we sped at the rate of 50 miles per hour toward six power lines, each carrying about 50,000 volts of most excellent electricity and so placed that they would strike us just about three feet above the load ring. We knew that the instant any two wires were short circuited there would be spark enough to fire a year-old Dunhill lighter, and that even the smallest spark would ignite the gas, thereby causing all young officers below us to gain two files on the promotion list. Ruth Snyder and Judd Gray stepping through the little green door had nothing on the occupants of Army Entry No. 1.

What people do at times like that is interesting. Vogue would have had us light a Murad. But we were too wet for that and, besides, we hadn't any Murads. Possibly we should have read a chapter of the scripture, picked a lily and reclined in a pose suitable for marble slab decoration purposes. What we actually did was call a certain famous biblical character most familiarly by his two first names, grab a handful of wet hemp, and set ourselves for the shock, be it dynamic, electrical or thermal.

It was none of the three. Just then Lady Luck tossed a horseshoe at the seats of each of our soggy trousers and we went through the power lines like Charlie Paddock through a yarn thread. Allah alone knows why, but there was no spark as we broke all six wires and kept moving toward where a railroad ran in the shade of a twelve-wire telegraph line. Comparatively, that telegraph line was as harmless as a garter snake beside a rattler. It was less venomous but it was stronger. We hit it, crashed through eight wires, slid along the remaining four until we hit a pole, lifted the pole out of the ground, went on a few yards with the pole wedged firmly between two suspension cables and came to a halt in a grove of trees on the edge of a stream. "And there we were ketched," and thrashing around like a tom cat in a croaker sack.

But our apparent misfortune was our salvation. The storm we were riding, though violent, was small, typically Napoleonic, and the five minutes we used in extricating ourselves from the spreading arms of the pole's cross piece was sufficient to allow the storm to pass on. By the time we were free the storm had left us and was already abating.

Free of the pole, our next problem was the trees, and this solved, we yet had to make ourselves statically light enough to float in the air. This was accomplished in a rather unique manner. Around our basket we had placed, prior to the take-off, a rubberized fabric envelope, so that in case we landed in water - the Great Lakes, Chesapeake Bay or what have you - our basket would become a boat in which we could float for a time and remain dry. The rain reversed the process:

by placing the water inside the basket cover so that there we stood ankle deep in about 400 pounds of water. This water had replaced the sand we expended during the storm and gave us a superfluity of ballast besides. We knew that if we lost all the water, literally "the sky would be the limit" of our altitude. But we must lose some, the superfluity, or stay put. What we did was this: Very carefully with a large sheath knife we cut a small slit in the envelope, well over in one corner of the basket. Then we stood over that hole, our weight tilting the basket that way until enough water had drained out to make us sufficiently light to take off. As we started to rise we walked to the opposite corner, tilting the basket in the other direction, and our theory worked. The hole was above the remaining water, which accompanied us as ballast.

Now that we were satisfied that we could fly, our attention turned to ourselves whom we found as pathetic spectacles as Chester Conklin in the Fire Chief. Soaked to the skin, our food a total loss, we faced the already lowering night, which bid fair to be rather chilly, without too much enthusiasm. The balloon, shedding water a bit faster than the contracting gas, due to increasing cold, lost lift, needed no attention, but continued to gradually rise and slowly drift in a southeasterly direction. This gave us a chance to take off and ring our clothing which, being the driest we had, we put back on.

By this time we were at 5,000 feet and our speed to the southeast had increased to fifteen miles per hour. But, Oh Boy, it was cold. Our hands were shrivelled from being wet, our lips were blue, and our teeth chattered like two skeletons with inflammatory rheumatism having congested chills on a tin roof. At 5200 feet it started to snow, and at 7400 feet, our maximum altitude, ice began to form on the rigging, in our drinking water and on our clothing. But our speed steadily increased until it reached about thirty miles per hour, and our spirits accordingly rose.

All through the night, which was alternately moonlit and overcast, depending whether we were above or below the clouds, we froze and thawed. Freezing as we rose, thawing as we reached the warm strata of air which extended to about 500 feet above the tree tops. As the night passed we entertained each other by recalling experiences during which we had been the hottest.

The flight continued like Briggs' dialogue of Mr. and Mrs., "far, far into the night." The application of our knowledge of navigation rather lost itself by the wetness of our maps and our more or less natural mental apathy and physical inertia. Besides, when we moved our bodies found previously untouched areas in our clothing that, due to lack of contact, were surprisingly cold. Our navigation, then, consisted in an occasional compass check of our direction and conjecture, from our general knowledge of the country, of what town that patch of lights might be or what river that silver ribbon was.

And so on unendingly till morning when, just as the dawn broke, we drifted out over the Rappahannock river and became sufficiently alarmed to find the least sodden map and accurately check our location.

Our flight ended due to the proximity of the Atlantic Ocean, and the very commendable hesitancy on our part to dim Lindbergh's glamor by making a trans-Atlantic flight in a free balloon. For these reasons, then, we landed at Weems, Va., rolled and packed our balloon, and the flight of the Army Entry No. 1 was over. Having located and voraciously attacked large quantities of heat-cured groceries, we hied us to a most generously proffered bed and hauled down the mental curtain for a long intermission.

It was not until we awoke some hours later that we learned about the storm-caused disaster, or that we had won the race. And as one counteracted the other, our elation at winning was overshadowed by our sorrow of having lost the friendship of two real men, two regular buddies - Evert and Morton.

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REPRESENTATIVE JAMES RESUMES INSPECTION OF MILITARY POSTS

Representative W. Frank James, of Michigan, ranking member of the House Military Affairs Committee, left Washington June 13th, piloted by Lieut. Harry A. Dinger, A.C., in the Fokker Transport, to inspect housing conditions at military posts. Major-General James E. Fechet, Chief of the Air Corps, piloted by Lieut. Elwood R. Quesada, left the following day in the General's new Douglas O2-J, to join Representative James at some of the Air Corps posts.

Norton, Chamute, Scott and Selfridge Fields have been visited to date, and Mr. James' itinerary calls for visits to Fort Brady, Michigan, and Fort Snelling, Minn.

LIEUT. NELSON RESIGNS FROM THE ARMY

Through the acceptance by the President of the resignation of Lieut. Erik H. Nelson, effective June 30th, the Army Air Corps lost one of its most experienced and competent pilots, an expert aeronautical engineer and a man of colorful personality. Lieut. Nelson is best known as one of the Army pilots who encircled the globe by air. Incidentally, his return to civilian life after a span of ten years in the Air Corps, which were punctuated all along with outstanding achievements and service of a high order of merit, leaves in that branch of the service at the present time only one of the six Army airmen who flew around the world in 1924 - Captain Lowell H. Smith, leader of the flight.

Lieut. Nelson leaves the service to become affiliated with the Boeing Aircraft Company, manufacturers of the Army pursuit plane, two of which were recently flown a distance of over 3800 miles from France Field, Panama Canal Zone, to Washington, D.C., by Lieuts. Douglass and Parker, Air Corps.

Lieut. Nelson was born in Stockholm, Sweden, June 12, 1888. After finishing high school he pursued a course of instruction for two years in a technical school in Stockholm. Of a roving disposition in his early years, he shipped upon a German sailing vessel, and in the five years that followed sailed under almost every flag and in all parts of the seven seas. Relatives prevailed upon him to cease his roving and complete his education. He took up engineering work, spent a short time in the automobile business, and then affiliated himself with the Curtiss Aeroplane Co., as aviation mechanician. He became a naturalized American citizen November 16, 1914.

During the World War Lieut. Nelson enlisted in the Aviation Section, Signal Corps, and was sent to Cornell University for his ground school training. Upon graduation he was sent to Ellington Field, Houston, Texas, for flying training. Qualifying as a Reserve Military Aviator, he was commissioned a 2nd Lieutenant on April 22, 1918. He remained on duty at Ellington Field as flying instructor, and on more than one occasion was commended for the excellent performance of his duties. Lieut. Nelson was considered to be the best DH4 pilot in the Air Corps. He has, however, flown over 20 different types of airplanes during his Army career.

Among the many notable flying achievements to his credit were the following:

In January, 1919, Lieut. Nelson flew a plane over the Grand Canyon of the Colorado, and enabled a photographer to take aerial photographs of it for the first time. This 4,000-mile trip was known as the Flight from the Gulf to the Pacific and return, and was the beginning of extensive cross-country flying in America.

Late in the summer of that year Lieut. Nelson with a squadron of four planes visited 32 different cities, crossed nearly every State in the Union and flew a total of 7,000 miles in the interest of recruiting work. He was the chief engineering officer of this flight, but piloted his own plane and returned to his home station with a record of not a single forced landing.

In the Spring of 1920, when the Air Corps decided to attempt that difficult project of a flight from New York to Nome, Alaska, and return, Lieut. Nelson was chosen as engineering officer of the expedition. On one occasion during this flight, a "hop" of 5½ hours over the mountains of British Columbia, he spent part of the time riding in the freezing cold wind astride the fuselage in order to balance the nose-heaviness of the plane. Frozen and blinded by the icy blasts from the propeller, he stuck it out to the end. As the plane landed, the landing gear, caught in the rough terrain, was wiped off and Lieut. Nelson was catapulted clear over the top wing and far ahead of the ship onto the frozen ground. When the other pilots in the flight saw this and hastily landed they found him a little stiff but hard at work repairing the damaged landing gear.

It was this quality in his make-up, together with his marvelous understanding of motors, which resulted in his selection as a member of the Porto Rican Flight and the Around-the-World Flight. According to the Commander of the Alaskan Flight Captain St. Clair Streett, Lieut. Nelson's services as engineering officer were responsible for the success of the expedition, stating that his expert knowledge of motors particularly and airplanes generally was of unlimited value, and his knowledge of aerial navigation was indispensable.

In 1922 in the International Air Races at Detroit, Mich., Lieut. Nelson was the winner of the Detroit News Aerial Mail Trophy Race, piloting a Martin Bomber

at a speed averaging 110 miles an hour.

In the Porto Rican Flight in 1923, in which 12 Army airmen participated, utilizing six DeHaviland planes, Lieut. Nelson increased the good reputation he had already earned as pilot and engineer. Upon its completion the Secretary of War, in a letter commending his services, stated in part:

"The fact that this flight of nearly 6,000 miles was completed on schedule time is evidence of good flight organization and is a tribute to your technical ability and mechanical knowledge which enabled you to continually keep your airplanes in excellent flying condition. Constant diligence and high esprit were necessary to perform frequently such hazardous over water flights as this expedition required."

Lieut. Nelson is given the credit of being one of the first to propose that American aviators be sent around the world. Designated to consult with the designer of the World Cruiser, Mr. Donald W. Douglas, as to various changes to be made in this plane to meet the service which would be required of it on such a project, Lieut. Nelson had extensive conferences with him and recommended the purchase of a trial plane by the Air Corps. He worked closely throughout the construction of this airplane, and flew it east after only two or three hours in the air at Santa Monica, Calif. It was tested as a land plane at Dayton, Ohio, and as a seaplane at Langley Field, Va., and met with the highest approval of all pilots and Air Corps engineers. Later the four cruisers, which set forth in April, 1924, on the famous world voyage, were built - duplicates of the trial plane.

How the World Flight was carried to a successful conclusion is now history, as is also the wonderful reception accorded the flyers by their admiring countrymen. Lieut. Nelson was one of three of the World Flyers who was advanced 500 files on the promotion list by an Act of Congress in recognition of his achievements on this flight. As a member of the flight he was also awarded the Distinguished Service Medal and received permission from Congress to receive decorations from foreign countries. One of these decorations was from the King of Sweden, who conferred upon him the Royal Order of the Sword as an expression of the esteem and admiration of the people of Sweden. Another decoration was that of Chevalier of the Legion of Honor from France. Tufts College conferred upon him the honorary degree of Master of Science.

Following the World Flight Lieut. Nelson was assigned to duty as Air Corps representative at the Douglas Aircraft Factory at Santa Monica, Calif.

His resignation from the military service is a distinct loss to the Air Corps and the Army.

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-STORM CREATES HAVOC AT BOLLING FIELD

By the News Letter Correspondent

Sweeping down upon the airdrome at 100 miles an hour, a thunder-squall struck Bolling Field on Saturday afternoon, June 16th, at 4:13 p.m., unroofing two hangars and leaving in its wake a field littered with wrecked and battered airplanes. The damage to equipment is estimated at approximately \$200,000.

A total of eleven planes, eight of which were on the line and three in one of the hangars, were damaged and tossed about like leaves by the gale. Some of the planes on the field were blown more than 200 yards through the air before crashing to earth in a battered heap. One of these, an old DH, landed full upon an ambulance with three occupants, bowling it over and wrecking the body.

Lieut. Ford L. Fair, who had just landed in a Martin Bomber from Langley Field, was a passenger in the ambulance, and was knocked unconscious when thrown clear of the vehicle and buried beneath the DH. Private Eugene Tully, who was driving, and Capt. W. P. Finley, another occupant, escaped without injury.

The blast struck the field at exactly 4:15 p.m., and lasted only 2½ minutes, but it was some 2½ minutes. Just five minutes before the squall reached the post, the Hon. F. Trubee Davison, Assistant Secretary of War in Charge of Aviation, took off from the field for New York. He was piloted by Captain Ira C. Eaker, who flew with him on his Panama inspection trip.

Lieut. H.F. Brown, en route to San Francisco in an O2, had just left his plane "on the line" after a flight from Langley Field, when the gale struck. He had walked about 200 feet, he said, when the squall lifted his ship and hurled it after him. By running he got out of its path, and the O2 brought up against an O2-A, wrecking both beyond hope of repair.

Aircraft quartered in hangar No. 8 was showered with tin and cellulose sheets, when the squall unroofed the structure. Four ships escaped injury, but three suffered minor damages. They were a Loening OALB, an Ol-C Curtiss and a Douglas O2-E. A Curtiss F1, resting between hangar 7 and Hangar 8 was not disturbed.

At least two planes en route to Bolling Field from Langley Field successfully "rode through" the storm. One of these ^{was} an O2, occupied by Lieut. R.W. Douglass, Jr. and Lieut. James E. Parker, [^]changed their course after running into the storm, landing some ten minutes later. Lieut. Elwood Quesada was another to weather the gale.

"It was rather bumpy," he said on landing, "but I didn't know how bad it really was until I reached here. When I saw planes strewn all over the field I thought two formations had run into each other."

Lieut. Quesada's automobile, a heavy coupe, which was parked on the reservation, was blown 100 yards before it brought up against Hangar No. 7, and a Douglas Transport C1G, which was being taxied to the hangar by Corporal J.G. Moran, was picked up by the gale and dropped down on the roof of the vehicle. Moran escaped uninjured, but the automobile and plane received considerable damage.

Although last November's tornado followed approximately the same path as yesterday's squall, the Naval Air Station caught the full force of that gale, and Bolling Field escaped scott free. In this case it was the reverse. Only minor damages were reported at the Naval Air Station. A porch was blown from the administration building there, and a Vought Corsair plane in one of the hangars was cut by glass from shattered windows.

Planes damaged on the field, according to the inventory conducted by Major Davidson, included the DH that collided with the ambulance; a light Travelair commercial ship which was blown into a Martin Bomber; two O2 ships that crashed to earth together; an Ol that was entirely destroyed; a F1, slightly damaged; the Douglas Transport C1 that was dropped upon Lieut. Quesada's car, and Lieut. Fair's bomber.

Unroofing Hangar 8, the freak wind swept skyward over Hangars 6 and 7, swinging earthward again to carry away the iron roofing on Hangar 5. This structure, which was badly burned in a fire at the field some months ago, had only recently been rebuilt, and workmen had just completed laying the steel roof.

Lieut. Floyd A. Lundell, who was on duty as officer of the day when the storm arrived, immediately swung a cordon of guards about the field to keep back all visitors. Newspaper men and others viewing the wreckage were not allowed to smoke. A number of the ships were soaked in gasoline from their own battered tanks, and officers at the post were "taking no chances." Witnesses were interviewed by Capt. Robert E. Ellis, who collected material for a written report.

According to the story told Capt. Ellis by Pvt. Tully, who was driving the ambulance when the storm struck, the vehicle was being used to transport the luggage of Lieut. Fair and Capt. Finley, who had just landed in the bomber. Lieut. Fair and Capt. Finley were aboard. When the DH hit the ambulance Tully said he was hurled clear. He got quickly to his feet and ran for the Operations Office to avoid the flying debris, he said. Capt. Finley and Lieut. Fair were buried in the wreckage, but only the latter suffered even minor injuries.

Private 1st Cl. Gilbert M. King, a mechanic who was sitting in a Crissy Field plane with the motor running, waiting to taxi into the hangar, gives the following account of his first solo flight:

"I was seated in a Crissy Field Douglas O2 airplane at the end of the concrete runway between Hangars seven and eight when it started raining. I thought nothing of it at first until the wind started to blow real hard when I kicked the rudder pointing the plane's nose into the approaching storm, after which I sank down into the cockpit out of the rain to await the housing of a Douglas C1-C with which another mechanic obstructed my entrance to the hangars.

I heard a roar and howl as the cyclone struck with full force - the plane which I was in suddenly rose from the ground tail foremost and instead of dropping to the earth again kept rising until it was about fifteen or twenty feet up and started traveling backwards at no small rate of speed. In the meantime several other planes that had occupied positions on the line were flying around this way and that to the tune of cracking wings, grinding tail skids, and the deep bellowing of the storm.

One plane in particular, an O2 especially built for General Fechet when he

was Asst. Chief of the Air Corps, looked as if it was a rat grasped in the jaws of some huge hound, being whipped along the ground until it landed on the right wing of the plane I occupied.

I had cut the switches in the plane when it left the ground to prevent fire and it finally crashed approximately 300 feet from where it had left the concrete runway."

After the storm had passed the balance of the afternoon and all day Sunday were spent in clearing away the wreckage and taking stock of the damage.

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NEW CLASS AT THE ADVANCED FLYING SCHOOL

The new class at the Air Corps Advanced Flying School, Kelly Field, Texas, is scheduled to begin July 9th. Organizations on the field are engaged in overhauling planes and getting other equipment in shape for another busy term of four months of questionable landings and wobbly take-offs. The shortage of equipment is almost as acute as heretofore, although nine A-3's and several O-11's have been received within the past month. The AT-4 situation is worse than at any time since AT's were adopted for use in pursuit training. These ships have been going, via complete washout, for the past three months. At first it was an unusual thing to lose one plane; now they are disappearing two at a time. With only eleven AT-4's and three AT-3's left, and with 40 prospective students for the July class, the senior instructor of the Pursuit Section is engaged in a lot of "contemplation" these days. Within two weeks, according to the latest reports, a "large number" of these little ships are expected to arrive from the factory and from Langley Field - whether they actually will be delivered is yet a matter of conjecture.

A flight of nine NBS-1's arrived this week from Langley Field, thereby offering the Bombardment Section a possibility of continuing training for the next class.

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AIR CORPS PLANES ASSIST AT CAPITAL PAGEANT

By Bolling Field Correspondent

On June 3rd a pageant was staged in Washington to celebrate the centennial of the opening of the Chesapeake and Ohio Canal.

The wooded ravines above Chain Bridge in historic Georgetown reverberated to the songs of the past and echoed the voices of men long dead, as time harked back a hundred years to the day when President John Quincy Adams turned a spade of earth and opened the Potomac River to carriers of commerce. The actors in the Pageant were placed on canal barges at the Fletcher wharf, but those who made the arrangements had not counted on the traditional disposition of Army mules, selected from the Fort Myer stables, to do the towing.

The first barge moved away slowly, smoothly and with little ado, but the second encountered trouble on the towpath from the start. The two mules attached to its tow lines defied the soothing ministrations of their Fort Myer drivers and ever threatened to break their traces and gallop away into the woods. They ended it all by jumping into the canal.

For half an hour the team swam up and down in the canal, ever eluding those who sought to recapture them until finally the passengers of the second barge were compelled to transfer to the first one which carried the chorus. Meanwhile, Army, Navy and Marine Corps planes roared overhead - possibly they helped to scare the mules.

The planes withdrew and the ceremonies proceeded. After the turning of the earth and other ceremonies incident to the pageant, the planes returned and gave an inspiring exhibition of pursuit and acrobatic flying.

All types of aerial transportation were represented in this formation, the Navy furnishing two single-seat and one two-place Vought planes, and the Army sending out Capt. Robert E. Ellis in a PW-9; Captain Donald P. Muse in an O-11 with Mr. John Arnold Cannon, Chairman of the Aircraft Committee for the Pageant, as passenger; Lieut. Elwood R. Quesada with a mechanic in an OA-10, and Lieut. Bob E. Noland, Operations Officer of Bolling Field, with four passengers in a C-1 Transport.

LIEUT. ENT'S REPORT ON ACCIDENT IN BALLOON RACE

Lieut. U. G. Ent, Air Corps, who miraculously escaped death when the ill-fated Army Balloon No. 3, shortly after the start of the National Elimination Balloon Race from Bettis Field, Pittsburgh, Pa., May 30th last, was struck by lightning, resulting, unfortunately, in the death of Lieut. Paul Evert, the pilot, submitted the following official report on the flight:

"1. The U.S. Army Balloon #3 (Goodyear bag #35-242) had a capacity of 35,000 cu. ft. and was filled with hydrogen gas, which was about 98% pure, giving a total life of about 2450 lbs. The weight of the balloon and equipment was about 800 lbs., the Pilot and Aide 360 lbs, 14 bags of sand 700 lbs, instruments, food, and other necessary equipment about 540 lbs., with a surplus lift of about 50 lbs.

2. It may be well to explain in general two experiments which were to be tried in this balloon. First, direction finding by radio, on which no comment will be made other than that two loop antennae were used on one set; second, the balloon was to be flown under pressure. To accomplish this, the appendix was tied shut, a manometer gland and tube were fastened to the balloon and connected with a manometer in the basket. This experiment had been tried by noted balloonists in previous flights, with indifferent success. Lieut. Evert was of the opinion that it was a sound idea and would greatly conserve gas by enabling the pilot to quickly reach an equilibrium point without overcontrol. It was decided to fly at one inch of water pressure on the manometer, estimating that the pressure at the top of the balloon would be two and one-half times as great, this would be well within the bounds of safety.

3. The other instruments used were: statoscope, altimeter, barograph, compass, and rate of climb indicator. In addition, pioneering equipment, food, water, and two cylinders of helium were carried in the basket.

4. A passing comment on the weather will suffice. Conditions at Bettis Field, prior to the race were unsettled with threatening thunder showers. The sun was shining at the time of the take-off, and there were no immediate indication of a storm.

5. The Army Balloon #3 took off in the #3 position at 5:15 p.m., Eastern Standard Time. With a southwest wind it was necessary to take off 50 pounds light to clear the crowd.

6. The Balloon ascended at about 300 feet a minute to 2100 feet, where equilibrium was established with one inch of pressure. Clouds were forming, the alternate effect of sun and clouds caused the balloon to oscillate up and down considerably. A direction almost due East was taken while the two previous balloons were considerably to the North. About 30 minutes after the take-off, a thunder shower became apparent and parachutes were fastened on by the pilot and aide. The balloon was immediately caught in an up current which took it to 6,000 feet, the maximum rate of ascent was about 1500 - 2000 feet per minute. At 6,000 feet the clouds were dense, hail and some snow were encountered. It was decided to get under the storm if possible and without further warning the balloon started down through the clouds, which were constantly illuminated by lightning flashes.

A maximum rate of descent of 1500 feet per minute was reached and the balloon was checked beneath the clouds at about 1000 feet. The advisability of using the drag rope was discussed, and it was agreed that this was the safest course. In getting closer to the ground a down current was encountered which was not sufficiently checked and the basket hit the ground, tearing off the loop antennae of the radio set. The set was of no further use, so it was thrown for ballast. About this time Lieut. Evert called attention to a balloon which dropped out of the clouds at a terrific rate and disappeared behind a hill. The drag rope was now touching the ground and this position was maintained with the exception that the basket was several times thrown into trees and other obstacles, once scraping the roof of a farm house.

About this time a parachute appeared out of the clouds followed by a balloon entirely deflated parachuting perfectly with what appeared to be the figure of a man hanging over the side. Instructions were given by Lieut. Evert to a farmer on the ground to immediately pick up these men. Shortly after this the drag rope shorted two high tension wires with an accompanying spark. At this time we were nearing a small town, and the drag rope took a half hitch around a large telephone cable and held the balloon. The equivalent of two bags of ballast were dropped to jerk the rope free, without success. A crowd quickly congregated and

with instructions from the balloon cut the rope free. The balloon was fast about ten minutes. During this time the advisability of landing or flying until darkness was discussed and the latter course decided upon. When the balloon was released, it gained an altitude of about 1200 feet before it could be checked. At this point a heavy explosion was heard and Lieut. Evert collapsed, Lieut. Ent was knocked off his feet and fell on Lieut. Evert. (From this point a report will be made in the first person.)

My left leg and right arm were paralyzed temporarily by the shock. I got to my feet and was aware the balloon was on fire at the top from the smoke and the commotion from the crowd below on the ground. Efforts to revive Evert were ineffective, but feeling his pulse, I thought he was alive. My first thought was to throw him over the side and trip the parachute, but considered this not practical, due to the type of chute. I decided to jump, but after getting on the side of the basket changed my mind. The balloon was falling at about 200 feet per minute, but accelerating. It was not possible to valve, due to the danger of an explosion. The maximum rate of fall was about 700 feet per minute. To check this, avoid landing near some building, and to try to land in a small creek, all available ballast was thrown. The balance of the gas burned quickly at an altitude of about 15 feet. The net was apparently slipping on the bag and the basket landed on the bank of the stream with little jar. The burning bag fell away from the basket toward the stream and continued to burn. With the aid of bystanders, Lieut. Evert's body was removed and artificial respiration applied. Dr. H. A. McMurray, of Youngwood, Pa., was on the scene of the accident about three minutes after the landing and pronounced Lieut. Evert dead. Before leaving I put the basket and equipment under the guard of the Youngwood Fire Chief, who had it removed and prevented the theft of the remaining property.

7. Lieut. Evert's body was taken to Greensburg, where an inquest was held, and it was found that the death had resulted from an electrical shock. The landing was made at Foxdale, Pa., 1 mile south of Youngwood, Pa. *

9. In my opinion lightning did not strike the balloon. I believe that a heavy charge of static was responsible for Lieut. Evert's death and the subsequent fire and that this charge may have been generated around the valve by the escaping gas. I am not sufficiently an expert to advance more of a theory than above.

10. In my opinion, an explosion or quick combustion of the balloon and the basket was prevented because of the fact that the appendix was tied and there was no possible means of the air mixing with the gas. I believe that if the appendix line had been released and the bottom of the balloon had been free to rise that the increased pressure on the gas in the bottom of the balloon would have increased the rate of combustion and may have caused an explosion. * * * *

The Commanding Officer of Langley Field, Va., in his indorsement forwarding Lieut. Ent's report to the Chief of Air Corps, states:

" * * * Second Lieut. Ent, Air Corps, showed great presence of mind, fortitude and bravery in bringing to successful landing the balloon in question when same was on fire and liable at any time to explode. Lieut. Ent could have jumped with his parachute, but not knowing for sure whether any life still existed in the body of Lieut. Evert, he chose to remain with the balloon and bring same to a safe landing, thereby recovering the body of Lieut. Evert and being able to administer first aid treatment.

The accident recorded above marks the second time in the history of the Air Corps that lightning proved fatal to Air Corps participants in balloon races, the first accident of that kind occurring on September 23, 1923, during the Gordon-Bennett International Balloon Race which started from Brussels, Belgium, and which resulted in the death of 1st Lieuts. Robert Olmstead and John W. Shoptaw, pilot and aide, respectively, of the Army Balloon S-6.

Lieut. Evert was born at Sparta, Wisconsin, August 8, 1895. He graduated from the La Crosse Normal School in 1916. During the War he attended the Field Artillery Training Camp at Houston, Texas, and was commissioned a 2nd Lieutenant of Field Artillery August 15, 1917. Ordered to duty overseas, he served for nine months with the 78th Field Artillery, in the course of which he attended a school for aerial observers in France. He resigned from the service on November 11, 1919, but reentered the Army on July 6, 1921, when he was appointed a 1st Lieutenant in the Air Corps. He completed his primary flying training at

Carlstrom Field, Arcadia, Fla., and his advanced training at Post Field, Fort Sill, Oklahoma, being rated an Airplane Pilot on June 21, 1922. He was assigned to duty with the 12th Observation Squadron at El Paso, Texas.

On September 17, 1925, Lieut. Evert graduated from the Balloon and Airship School at Scott Field, Ill., and was rated Balloon Observer and Airship Pilot on September 28th of that year. He was then assigned to duty as student at the Communications School, Chanute Field, Rantoul, Ill., graduating in June, 1926, and being assigned to duty at Langley Field, Va.

The death of Lieut. Evert is keenly regretted by his many friends in and out of the service. The News Letter sends its condolences to his bereaved family.

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COMMENDATION FOR MASTER SERGEANT WM. J. BENNETT

The Chief of Air Corps in a recent letter to Master Sergeant Wm. J. Bennett, Air Corps, stationed at the Fairfield, Ohio, Air Depot, paid tribute to his character and ability as a balloon pilot and commended him most highly for the courage and thoughtfulness displayed by him on the occasion of the recent National Elimination Balloon Race which started from Bettis Field, Pittsburgh, Pa.

Sergeant Bennett was authorized by the War Department to pilot one of the contesting balloons, the "Sun-Telegraph Pittsburgher". His Aide was Mr. Walter Chambers, Aviation Editor of the Pittsburgh "Sun-Telegraph," who was then making his first free balloon flight. This balloon was one of the number which encountered the severe storm shortly following the start of the race.

The conduct of Sergeant Bennett is best described in a letter which Mr. Chambers addressed to General Fechet, and which reads as follows:

"You recall, no doubt, that at my special request Master Sergeant Wm. J. Bennett, Wright Field, Dayton, Ohio, was allowed to participate in the National Balloon Races as pilot of the "Sun-Telegraph Pittsburgher". As Sgt. Bennett's aide in the flight which came to so disastrous an end I wish to pay a humble tribute to the character of the man and the ability of the Sergeant.

Sgt. Bennett's every thought throughout the period which I now know to have been deadly dangerous was for my safety, and it being my first balloon flight I was sublimely ignorant of the danger through which we passed. Even in that last moment before we finally crashed thru the trees, with the valve and the rip-cord lines hopelessly fouled, with the jolts knocking him repeatedly to the bottom of the basket, he told me repeatedly to "keep your head under the basket." Our balloon finally came to rest, clinging to the side of a precipitous mountain.

I am proud of an Army that has enlisted men of such high caliber, and I wish that it were within my power to have him cited to his commanding officer for the unexampled bravery and unselfishness with which he faced what everyone now deems was the almost certainty of death. I repeat that until within ten seconds of our final stop, when I realized that perhaps I would be dead in another minute, I was entirely ignorant of the danger into which we had been thrown.

You will pardon my verbosity, but I feel that Sgt. Bennett's heroic conduct warrants my telling you that as we entered this storm he made me put on my parachute without telling me what we were getting into, and that in less than eleven minutes we had been swept to an altitude of 7000 feet and hurled again to the ground. Finally, looking after me and throwing ballast from the balloon which went up instead of down, Sgt. Bennett offered to sacrifice himself for my safety."

Master Sergeant Bennett, who holds a commission as 2nd Lieut. in the Air Corps Reserve, as well as the rating of Junior Airship Pilot, is a graduate of Tufts College Engineering School, Class of 1924. During the War he enlisted in the Aviation Section, Signal Corps. He advanced through various noncommissioned grades to Master Signal Electrician, receiving that appointment Sept. 16, 1918. All of Sergeant Bennett's service in the Army has been in connection with lighter-than-air activities. While on detached service at the Goodyear Tire and Rubber Co., Akron, Ohio, January to July, 1919, he received instruction in the construction, erection and maneuvering of airships. In the latter part of that year he was licensed a dirigible balloon pilot by the Aero Club of America. From January to July, 1922, he was on duty at the Balloon School, Ross Field, Arcadia, Calif., and for six months in 1923 he was on duty at Chanute Field, Rantoul, Ill., in charge of organizing the airship mechanics course. Since that time the major portion of his service was at Dayton, Ohio.

LIEUT. BLEAKLEY'S ALTITUDE FLIGHT

By A. M. Jacobs

Once more the Materiel Division XCO-5, with which Lieut. Macready repeatedly climbed to great heights, has been, under the able pilotage of Lieut. W. H. Bleakley, been adventuring into the scenes of old triumphs. Equipped with the same high lift wings (Joukowsky ST₈₀-27-A), there have been installed for testing a new Form F-1A supercharger, designed to give sea level pressure up to 30,000 feet, against 20,000 feet with the old Form F, and a duralumin propeller with adjustable pitch.

On June 16th Lieut. Bleakley went aloft, reaching an indicated altitude of 38,000 feet. The liquid oxygen apparatus used was a new Materiel Division type, with container and vaporizing elements separate. A gage in front of the pilot registered the amount of superpressure on the liquid inside the container. Twenty-four pounds, or an amount equivalent to about sixteen bottles of gaseous oxygen, was carried. Two auxiliary bottles of gaseous oxygen, containing 500 liters each, were installed for emergency purposes. A pair of experimental goggles with the lenses electrically heated were worn.

Lieut. Bleakley kept the plane at its high mark for 18 minutes hoping to coax it higher, but when the engine began to overheat and miss, he decided it was time to come down.

His experience as a pilot has been one of the most unique in the Air Corps. Born in County Cavan, Ireland, he is said to be the first native-born Irishman to learn to fly. At the age of fourteen he came to the United States, saw a Curtiss take the air at the St. Paul fair grounds in 1908, and the course of his life was settled. In 1909 he gave up motorcycle racing and boxing, and a position with the Bell Telephone Company, and as did a later hero came to St. Louis to pursue the flying game. There he went into the shops of the Benoist Company. The Benoist Flying School was the third in the country to be opened, having been preceded only by the Wright and Curtiss Schools. The planes were the early stick and wire open models with the pilot perched with his controls out in the air. In January, 1910, he received his pilot's license at the hands of A.B. Lambert, representing the Aero Club of America.

I made my first flight of any considerable length in Lincoln," says Lieut. Bleakley with a grin. "I flew eight miles over the city from the amusement park to the home of William Jennings Bryan, with whom I shook hands. From 1910 to 1913 he traveled over the country by plane, part of the time working with the Pathe Moving Picture Company. In 1916 he came to Mineola, Long Island, as chief civilian flying instructor for the Army. He was commissioned at Brooks Field in October, 1918. He took part in the Hartford Air Meet in 1922; in the bombing of the ice gorges of the Delaware River at Port Jervis, New York, in 1922; in the International Air Races in 1923, and many other events of note.

Few pilots can match Lieut. Bleakley's service in length of time, number of hours flown, variety of planes used, and unique air experiences. There are few who have been on the inside of the flying game through such radical changes in its history. Further tests are contemplated for the XCO-5 before Lieut. Bleakley departs for his detail of foreign service.

On his attempt on June 16th to break the existing record for altitude flight, Lieut. Bleakley, according to the calculations of the U.S. Bureau of Standards, reached 36,509 feet. On that venture into the upper air regions, he used liquid oxygen and, apparently, was in no way affected by his flight. Prior to this flight, however, on May 31st, Lieut. Bleakley made a practice altitude flight, using oxygen gas, and it was over two weeks before he finally shook off the after effects.

Captain M.G. Healy, M.C., Flight Surgeon at the Fairfield, Ohio, Air Depot, and Captain Eugen G. Reinartz, M.C., Flight Surgeon at Wright Field, Dayton, O., collaborated in making a thorough physical examination of Lieut. Bleakley both before and after his last altitude flight.

On the day prior to this flight Captain Healy reported Lieut. Bleakley to be in excellent condition. Examining him subsequent to the flight, Captain Reinartz stated that Lieut. Bleakley responded well in all physical fields to the stresses and strains to which his economy had been subjected, even though he reported having remained at his maximum altitude (38,000 feet indicated) for a

period of 22 minutes. "In the examinations I made," Captain Reinartz continued, "I could find no evidences of marked physical changes, and except for such changed responses to the physical indices, Lieut. Bleakley was in no way affected by his flight.

"This flight demonstrates the feasibility of using liquid oxygen, and by its use relieves the pilot of the necessity of watching the ever decreasing supply in his various tanks, were gas oxygen under pressure to be used. It also proves that a pilot may attain the higher reaches without the use of electrically heated suits, with fair comfort, except possibly for the numbing of hands and feet. Except for statistical purposes, the results obtained during the flight were most satisfactory, both from the physical reactions of the pilot and the functioning of his oxygen apparatus."

The physical effects experienced by Lieut. Bleakley on the altitude flights alluded to above may be gained from the following interview Capt. Reinartz had with him:

Q. Lieut. Bleakley, will you tell of your experience, from a physical standpoint, experienced on your altitude flight of June 16?

A. Yes, on the morning of June 16 I prepared for an altitude flight hoping to break the world's altitude record in the XC5. I was clothed as follows: two suits of heavy wool underwear, five pairs of silk and wool socks, two wool sweaters, one blanket-lined leather flying suit and two silk mufflers and one pair of silk gloves and one pair of heavy fur gloves, one pair of moccasins, one chamois suit and one pair chamois blanket-lined trousers and one fur-lined helmet and face mask combined. I left the ground at 10:04:52. I was using liquid oxygen which was turned on before I left the ground and as the altitude increased it brought up its own pressure to fourteen pounds at a ceiling of 38,000 feet. I felt no ill effects at any time during the entire flight. As I passed 30,000 ft. I felt quite a sudden change in temperature and noticed that the strut thermometer dropped 10°C. The change was gradual from 34,000 ft to 38,000 ft., reaching a minimum of -52°C.

I had difficulty with my electrically heated goggles which fogged up on me on the right eye, permitting me to see out of one eye only. This trouble occurred at 28,000 feet as I was ascending and remained so until I had again descended to an altitude of 25,000 ft. I was unable to see through the right eye.

I felt quite cold and uncomfortable, especially my hands and feet during the last forty minutes of my flight.

Q. Did you use gas oxygen under pressure at any time?

A. The only oxygen used was liquid oxygen.

Q. How satisfactory do you believe liquid oxygen to be for such flights?

A. To my estimate it was very satisfactory.

Q. Did you experience any difficulty with the oxygen?

A. No.

Q. Did you at any time consciously feel a loss of any of your mental faculties?

A. No, not consciously.

Q. Was there any period, during the time in which you were at your maximum altitude, that you felt any sensation, except that of cold, that you do not ordinarily experience on the ground?

A. I felt a slight slowing up of muscle action.

Q. Describe your sensation with regard to the slowing up of your muscle action.

A. I attempted on two occasions to write but found that I was not clearly able to perform this act and my vision was slow in reading instruments. My faculties were not keen. I felt as though my body were slightly swollen, experiencing difficulty in closing or opening my hands or moving any parts of my body.

Q. Did you at any time notice a shortness or a shallowness of your breathing?

A. I had a tendency to take longer breaths more frequently than normal.

Q. When you took these breaths did you feel the sense of satisfaction?

A. No. My idea was that I didn't quite get enough; I would like to have some more although I did not feel uncomfortable.

Q. Did you at any time during your flight have an opportunity to examine your pulse beat?

A. No.

Q. Did you at any time during your flight experience a pounding in your head?

A. No.

Q. Ringing in your ears?
 A. No.
 Q. A sense of fullness in your chest or abdomen?
 A. Yes, slightly here as if my clothes seemed to be a little tight for me;
 I wanted to move around a little bit and relax.
 Q. How long did you remain at your maximum altitude?
 A. About 22 minutes.
 Q. Would you tell me what transpired on the practice altitude flight on May 31, 1928?

A. On May 31, 1928, I left the ground in the XCO-5 at 8 a.m., using gas oxygen which I turned on at an altitude of 15,000 feet. I had with me two bottles of this oxygen which I thought was sufficient for at least two hours. This flight was for the purpose of a test between 31,000 to 34,000 feet. This test is known as a 'Saw Tooth'. As I reached an altitude of 31,000 feet I encountered cirrus clouds which caused the weather at that altitude to be very rough. As I climbed to 34,000 feet it became so rough that I was forced to cut my test a little short and being so intent on my work I had forgotten to watch my oxygen gauge. As I felt very tired flying the machine in the rough weather I decided to take my last readings and come down. I read my strut thermometer, altitude gauge, oil pressure, water temperature and engine altitude and my last reading was my oxygen gas which showed me that at 32,000 feet I had five pounds of pressure left. Knowing this would only last a minute or so I placed myself in a position so that should I "pass out" I would have the control stick set forward. I placed my elbow against my body and my hand on the control stick, leaning forward and dropping my head. At that moment I had my hand on the shutter control. As I descended to 32,000 feet I decided to take my hand off the shutter control and place it on the throttle control so as to throttle down my motor. However, I found I was unable to move my hand and after several efforts gave up. I tried to raise my head which was slightly dropped forward but found I was unable to raise it. The machine was slowly descending and I kept a close watch on the second hand of the clock in front of me and tried to count the seconds so as to assure myself as best I could that I was still conscious. As best I know I was fully conscious but unable to move any muscle in my body. I felt as though I were paralyzed. My breathing was very difficult and I felt as though every second seemed an hour. Knowing that I should not move or exert myself in any manner I tried to keep quiet. I remained so until I reached an altitude of 25,000 feet. My vision was very much blurred. My hearing was very distant and my tongue seemed about four times its size. As I reached 25,000 feet coming down, I immediately felt a sudden change and found that my muscles were back again to what I believed to be their normal. I had the strength to raise my hand off the shutter control and place it on the throttle, though with some difficulty. Then I found I had the use of my legs and feet on the rudder, and generally felt stronger. As I descended I became a little stronger. As I landed and taxied up to the line I tried to move but found I had very little strength left to move around. The mechanics helped me out of the machine and as I stood on the ground I felt all tired out and did not want to move. My feet and hands felt very heavy and I felt as though I would like to rest or lie down.

After I had my clothes removed, by mechanics, I thought I could walk to the Operations Office which was about fifty yards distant, but found I was unable to get there without assistance. During the next eight days I felt tired, sleepy and thirsty all the time. I felt tired standing, sitting, or lying down, unable in any position to be at rest. My sleep was very irregular and a gastric disturbance developed which remained with me for over two weeks. My general condition improved very slowly but on the date of my attempted altitude record flight I was examined by the flight surgeons and found to be in excellent physical condition for the attempted record flight.

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MEXICAN ACE MAKES ONE-STOP FLIGHT TO WASHINGTON

By the Bolling Field Correspondent

Captain Emilio Carranza, Mexican cross-country flyer, arrived at Bolling Field at 5:14 p.m., June 12th, from Mooresville, N.C., where he had been forced down earlier in the day by dense fog.

Making a perfect landing, he taxied to a point in front of the stand, which had been erected for the occasion, and was there met by Major Howard C. Davidson,

Post Commander, who reached into the cabin and shook hands with the daring young aviator amid the cheers of the small but enthusiastic crowd.

After shutting off his motor, Captain Carranza climbed out of his plane feet first and, accompanied by Major Davidson, proceeded to the stand, where he was presented to Secretary Davison, Secretary McCracken, Ambassador Tellez of Mexico, and General Summerall, Chief of Staff.

Captain Carranza left Mexico City at 9:10 a.m., Washington time, in an attempt to make a non-stop flight to Washington, D.C., to return the good will flight of Colonel Charles A. Lindbergh from Bolling Field to Mexico City. Flying straight along the course he had decided on, at an average speed of 100 miles an hour, everything appeared to be in favor of the Captain's safe arrival, but fog, the aviator's greatest menace, was settling down towards the earth as the Ryan monoplane winged its way northwards into the night.

Reported over Atlanta, Georgia, at twenty minutes after midnight, and over Spartanburg, S.C., at 1:45 a.m., the increased speed of the Good Will flyer indicated that he would arrive in Washington between 5:30 a.m. and 6:00 a.m., but those who were on duty at Bolling Field receiving reports and plotting positions realized from the weather reports received from Richmond, Va., and Greensboro, N.C., that the Captain would need the kindly aid of the Goddess of Luck, in addition to all his skill as an aviator, to overcome the almost insurmountable difficulties in his path.

Finally, after an anxious wait of two hours, without any message, word was received from the Department of Commerce Radio Station that Captain Carranza had been forced to land at the emergency air-mail field at Mooresville, N.C., on account of heavy fog.

Major Davidson, Post Commander, when interviewed by newspaper men, stated that the Mexican Ace had used rare judgment in landing, although by so doing he failed in his original intention of making a non-stop flight.

After several hours' sleep, during which time the fog rolled away, Capt. Carranza took off from Mooresville at 1:15 p.m., and after an uneventful flight landed at Bolling Field at 5:14 p.m., June 12th.

Remaining in Washington for a few days for rest and the welcoming festivities, Captain Carranza left Bolling Field for Mitchel Field, N.Y., at 7:00 a.m., in his Ryan plane, escorted by Major Howard C. Davidson, Capt. Robert E. Ellis and Lieut. Robert L. Brookings in three Curtiss Pursuit planes, landing there at 9:05 a.m.

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KELLY FIELD STUDENTS GRADUATE FROM ADVANCED SCHOOL

The first class to graduate from the Advanced Flying School under the Plan "B" system of training at Kelly Field passed "from possibility to actuality" on Monday, June 24th. Unlike classes in the past, in which a large number reported to Kelly Field and few received their wings, every student who reported to Kelly with the exception of two who were killed - was graduated.

The graduation exercises were preceded by an aerial review, flown by the entire class, consisting of 45 planes. Major Ryan, the ranking student of the regular class, led the review in a P1-B, followed closely, in turn, by 15 AT-4's and 5's, 29 DH's and O2's of the Observation Section, and 9 NBS-1's of the Bombardment Class. The reviewing party was composed of Brigadier-General Albert J. Bowley, Commanding General of the 8th Corps Area; Major James E. Chaney, Commandant of the Air Corps Advanced Flying School; and Major Clarence L. Tinker, Assistant Commandant of Kelly Field.

The graduation program took place at 11:00 o'clock at the Kelly Field Aviation Club. It consisted of - Music by the Air Corps Training Center Band; Invocation by Chaplain John H. McCann; Introductory remarks by Major Chaney; and an address by General Bowley. After his address, General Bowley presented the certificates of graduation to both the regular class graduates and the special observers. Major Chaney presented reserve commissions to the graduating flying cadets. Major Tinker presented pilot's and observer's wings. Chaplain McCann offered the benediction.

The graduates of the regular course are: Major William O. Ryan; 1st Lieut. James F. Phillips; 2nd Lieuts. James S. Stowell, George V. Holloman, Edward H. Porter; 2nd Lieuts., Air Corps Reserve, Lawrence J. Chiappino, Howard B. Cock, Frederick E. Glantzberg, Leroy Hudson, Eugene H. Rice, Paul Shanahan, Lloyd H. Tull; Lieuts., Peruvian Air Corps, Guillermo Concha and Manuel E. Escalante;

Flying Cadets Joseph S. Bartles, Charles E. Bradshaw, Donald Edwin Broughton, Leland C. Brown, Ralph O. Brownfield, Kenneth A. Cool, Paul L. Foster, Edwin Ronald French, Alfred F. Kalberer, Trevor Kenyon, Joel E. Mallory, Isaac W. Ott, James N. Peyton, Frederick A. Pillet, Robert E. L. Pirtle, Joel G. Pitts, George C. Price, William A.R. Robertson, Kenneth A. Rogers, Douglas M. Swisher, Cassius H. Thomas, Charles S. Vaughn, Ronald R. Walker, Roger V. Williams, Stuart P. Wright, Paul B. Wurtsmith, Myron E. Zeller; and Technical Sergeant Paul B. Jackson.

The officers who graduated from the Special Observers' Course are: Majors William C. McChord and Norman W. Peek; Captains Arthur W. Brock, Jr., Ray A. Durn and John I. Moore; 1st Lieuts. William J. Flood, William A. Hayward, Arthur G. Hamilton, Thomas W. Blackburn, Jasper K. McDuffie, Odas Moon, Newton Longfellow, Walter B. Hough, Paul C. Wilkins; and Warrant Officer Leland D. Bradshaw.

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LOOSE MOTOR COWLING CAUSES AIRPLANE CRASH

By Kelly Field Correspondent

While on the way to Flagstaff, Arizona, recently, Lieut. Harvey L. Doyden, of Kelly Field, crashed his O-2 in the mesquite nine miles east of Comstock, Texas. Lieut. Doyden and Lieut. T.S. Sims had started in separate planes to attend a celebration of the opening of a new airport at Flagstaff. When about ten miles east of Comstock the motor cowling of Doyden's plane in some manner became loose and was thrown up against the center section brace wires and upper wings. It flattened out in such manner that the pilot was unable to see ahead and the flat surface presented to the wind was so large that the plane immediately stalled, even though the motor was wide open. The ship began to settle, at an air-speed of 65 miles an hour, and Doyden was unable to reach a small field ahead of him. The plane struck a tree at the edge of the field.

The field was so small that Lieut. Sims considered it inadvisable to attempt a landing, and he cut his motor and told his mechanic to jump and rescue the pilot and mechanic of the wrecked O-2. At that moment, however, Doyden and his mechanic crawled out from beneath the wreckage. Sims immediately dived down and looked the wreck over, then turned back to Fort Clark for assistance.

Lieut. Doyden found a ranch house close by and, with transportation procured from the rancher, eventually reached Comstock. He met the wrecking truck there and superintended the loading and removing of the plane.

Lieut. Sims continued on toward Flagstaff that afternoon. At El Paso a connecting rod began to give trouble and he returned to Kelly Field the following day.

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LIEUT. B. S. THOMPSON MAKES NOTABLE FLIGHT

Lieut. B.S. Thompson, who will be remembered as a member of the Pan American Flight team, on June 23rd flew a new A-3 from the factory at Buffalo to Kelly Field, between the hours of 6:00 a.m., Buffalo daylight saving time, and 8:30 p.m. Central Standard Time. Lieut. Thompson took off from Buffalo under threatening weather, and for the first 350 miles flew through rain and fog. After that time, however, the clouds lifted and the weather was excellent. A head wind beset him during the entire flight, which explains the length of time required - 15:30. The first landing was made at Chamute Field at 10:00 a.m. Central Standard Time. Servicing of the plane was accomplished hurriedly, and within fifteen minutes he was in the air again. He landed at Muskogee, Oklahoma, at 3:20, and was in the air again at 3:40. He reached Kelly Field after dark and landed at 8:30 p.m.

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GRADUATION OF OFFICERS FROM AIR CORPS TACTICAL SCHOOL

A total of 24 officers graduated June 30th from the Air Corps Tactical School, Langley Field, Va., of which number 13 were Air Corps officers, as follows: Majors Frank M. Andrews, George H. Brett, Roy S. Brown, John F. Curry, Junius W. Jones, Arnold N. Krogstad, H.H.C. Richards, Martin F. Scanlon, Robert L. Welsh, Captains Richard H. Ballard, Willis H. Hale, Robert Oldys and Lawrence F. Stone.

Of the remaining 11 officers, Captains Francis P. Mulcahy and James E. Davis are from the Marine Corps, Capt. Wm. W. Wise, Chemical Warfare Service; Capt. Thomas R. Phillips, Coast Artillery Corps; Major Charles H. Cunningham, Corps of

Engineers; Major George E. Arnenan, Field Artillery; Capt. Stuart Cutler, Inf.; Captain Raymond C. Blatt, Cavalry; Major Oscar Morales, Guatemalan Army; and Lieut. Edgardo Bonnet, Argentine Navy.

Major James E. Fechet, Chief of the Air Corps, was the principal speaker at the graduation exercises.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Following officers to duty in the Philippines, sailing about September 28th: Capt. Benjamin F. Giles, Ft. Leavenworth, Kansas; 1st Lt. Clarence C. Wilson, Crissy Field, Calif.; 1st Lieut. James L. Grisham, March Field; 1st Lieut. Wm. A. Hayward, Kelly Field - Sailing about September 5th, 1st Lieut. Charles W. Steinmetz, Office Chief of Air Corps; 2nd Lieut. George A. Whatley, Maxwell Field, Ala.; 1st Lieut. Gilbert S. Graves, Mitchel Field; 1st Lieut. Edward M. Morris, Langley Field; 1st Lieut. Bob E. Nowland, Bolling Field.

Following officers, upon completion of tour of duty in Philippines, to duty at stations indicated: 1st Lieut. John D. Corkille to Wright Field, Dayton, Ohio; 1st Lieut. Corley P. McDermont to Langley Field, Va.; 1st Lieut. Lawrence J. Carr to St. Paul, Minn., as Instructor Minnesota National Guard; 1st Lieut. Robert M. Webster to Hartford, Conn., as instructor Air Corps, Connecticut National Guard.

Major George H. Peabody, Univ. of Calif., Berkeley, Calif., to Langley Field, Va., for duty as student Air Corps Tactical School.

1st Lieut. Virgil Hine from duty with Organized Reserves, Bowman Field, Ky., to Selfridge Field, Mich.

1st Lieut. Francis E. Valentine, from United States Military Academy, West Point, N.Y. to Rockwell Field, Calif., for duty with 11th Bomb. Squadron.

1st Lieut. Thomas L. Gilbert and 2nd Lieut. Cornelius W. Cousland, 12th Obs. Squadron, Ft. Sam Houston, Texas, to 88th Squadron, Fort Sill, Oklahoma.

1st Lieut. Gerald E. Ballard to Brooks Field, Texas, upon completion of tour of foreign service instead of Middletown Air Depot, Pa.

1st Lieuts. Clarence E. Crumrine and Reuben C. Moffatt, Wright Field, to duty in Hawaiian Dept., sailing from New York about Sept. 5th; 1st Lieut. Junius A. Smith, Ft. Sam Houston, Texas, to Hawaii, sailing from San Francisco about September 26th.

Upon completion of tour of duty in Panama, 1st Lieut. James C. Cluck to Wright Field, Dayton, O.; 2nd Lieut. Walter E. Richards to Selfridge Field, Mich.

1st Lieut. Edwin F. Carey, Mitchel Field, to Panama Canal Zone, sailing about November 28th.

1st Lieut. Dache McC. Reeves, Office Chief of Air Corps, and 1st Lieut. Harry G. Montgomery, Wright Field, Dayton, O., to Kelly Field, Texas, to take Observers course of instruction at Advanced Flying School, upon completion of which, former to proceed to Philippines, sailing about Nov. 30th; latter to Hawaiian Department, sailing about December 1st.

1st Lieut. Eugene C. Batten from Walter Reed Hospital to Wright Field, Ohio.

Major Harvey S. Burwell, 91st Obs. Sqdn. Crissy Field, to duty at University of California, Berkeley, Calif.

1st Lieut. Lucas V. Beau, relieved from Fitzsimmons Gen. Hospital, Denver, Colorado, and detailed as Instructor, Colorado National Guard, Denver, Colo.

1st Lieut. Peter E. Skanse, Bolling Field, detailed as Instructor, Air Corps, Minnesota National Guard, St. Paul, Minn.

1st Lieut. Eugene B. Bayley, Burgess Field, Pa. to Bolling Field, D.C.

1st Lieut. Charles G. Brenneman, from duty with Colorado National Guard, Denver, to March Field, Riverside, Calif.

2nd Lieut. James A. Ellison, Selfridge Field, to duty with Organized Reserves, 5th Corps Area, station at Bowman Field, Louisville, Ky.

2nd Lieut. Robert L. Brookings, Bolling Field, to duty at U.S.M.A., West Point, N.Y. Orders assigning him to Rockwell Field revoked.

Brigadier-General Wm. E. Gillmore, in addition to present duties as Chief of Materiel Division, designated as Commandant, Air Corps Engineering School.

Relieved from detail to Air Corps: 2nd Lieuts. Thomas E. Binsford and Kenneth W. Treacy to Hawaiian Dept., for duty with Field Artillery; 2nd Lieuts. Leif Neprud and Ralph Finch to Infantry, 2nd Division, Ft. Sam Houston, Texas.

Promotions: Major Henry C. Pratt to Lieut.-Colonel, rank from June 20, 1928.
1st Lieut. Victor H. Strahm to Captain, rank from June 16, 1928.
1st Lieut. Ira R. Koenig to Captain, rank from June 19, 1928.
1st Lieut. Neal Creighton to Captain, rank from June 2, 1928.
1st Lieut. Alonzo M. Drake to Captain, rank from June 9, 1928.
2nd Lieut. John M. Weikert to 1st Lieut., rank from June 2, 1928.
2nd Lieut. Wm. L. Scott, Jr., to 1st Lieut., rank from June 18, '28

Resignation: 1st Lieut. Erik H. Nelson, June 30, 1928.

Reserve Officers to Active Duty to June 30, 1928: 1st Lieut. Murray Clarke Woodbury, Jacksonville, Fla., to Maxwell Field, Ala.; 1st Lieut. Wm. E. Bleakley, Oklahoma City, Okla., to Post Field, Fort Sill, Okla.; 1st Lieut. Harold Harvey Hunter, Maxwell Field, to Mitchel Field, N.Y.; 1st Lieut. Joseph R. Hargrove, Los Angeles, Calif., to Crissy Field, Calif.; 2nd Lieut. John Wm. Persons, Montgomery, Ala., to Maxwell Field, Ala.; 1st Lieut. Charles Wm. Childress, Fort Worth, Texas, to Fort Crockett, Texas; 2nd Lieut. Stuart P. Wright, Kelly Field, Texas, to Selfridge Field, Mich.; 2nd Lieut. Joseph Ray Reed, Lawton, Okla., to Post Field, Okla.; 2nd Lieut. Reginald Heber to Fort Crockett, Texas.

Transfers: 2nd Lieut. Frank G. Irvin, Infantry, to Air Corps, June 12, 1928.

Detail to Air Corps and to Brooks Field July 1st for training: 1st Lieut. Walter R. Hensey, Jr., Field Artillery.

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COLOMBIAN PILOT ARRIVES AT BOLLING FIELD

Flying a biplane of Swiss manufacture, equipped with a 9-cylinder Jupiter radial air-cooled motor, Lieut. Camilo Daza, Colombian Army pilot, arrived at Bolling Field at 12:25 p.m., July 3rd, from Mitchel Field, N.Y.

Lieut. Daza is making a flight by easy stages to Bogota, Colombia, and will leave for Langley Field, Va., when repairs and adjustments have been made on his "Wild X" airplane. Lieut. Daza, who is a member of a wealthy South American coffee-growing family, plans to make fourteen stops before reaching his native land, visiting Mexico City and the capitals of all the Central American countries. He has had more than 1500 hours flying time, and learned to fly in Miami, Fla., in 1918.

Major Howard C. Davidson, Post Commander, welcomed the flier on his arrival. Lieut. Daza, who speaks very little English, had some difficulty in explaining what work he wanted done on his plane, until Staff-Sergeant Germaine A. Visbal, of the Photo Section, who was taking pictures of the flier, announced himself as a native Colombian and acted as interpreter.

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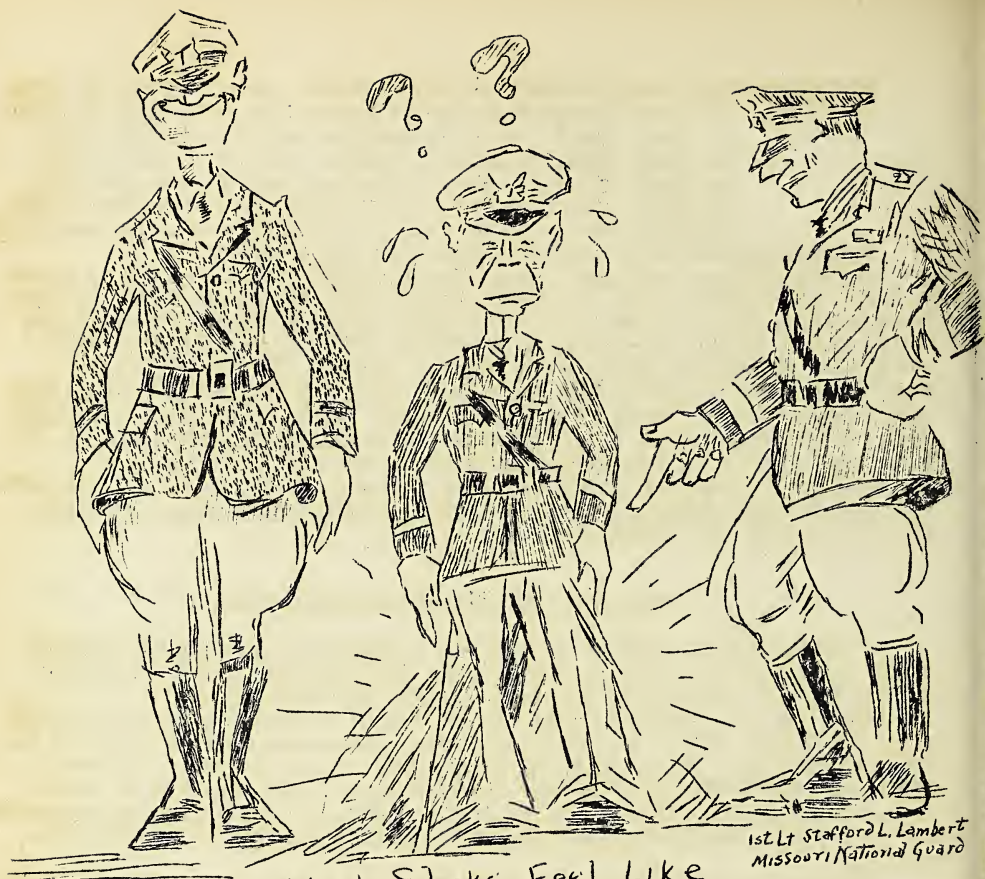
LARGE PARACHUTE TESTED AT WRIGHT FIELD

The 84-foot parachute was recently drop-tested at Wright Field, Dayton, O., with a 1600-pound bomb as weight and with a quick-release mechanism to insure the weight against being dragged by the chute upon landing. The parachute opening was smooth and almost instantaneous. The quick-release mechanism, which in an airplane drop would be operated by the pilot an instant prior to coming to the ground, was pulled after the bomb had landed and, relieved of the weight of the bomb, the great parasol, which had more the appearance of the side of a circus tent, deflated. The release mechanism operated perfectly. A Brinzel dynamometer was attached for this drop to measure the force applied to the parachute with bomb weight at the moment of opening. Calibration showed this to be 4800 pounds as against 2000 pounds for the man-carrying parachute with man-weight.

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AIR CORPS WINS INTERNATIONAL BALLOON RACE

The team of Captain Wm. E. Kepner, pilot, and Lieut. Wm. O. Eareckson, aide, representing the Army Air Corps, won the International Balloon Race, which started from Detroit, Mich., on June 30th. This makes the third consecutive time an American free balloon team won this annual international event, and the United States, therefore, retains permanent possession of the Trophy. The Army team covered 460.9 miles.



What Slacks Feel Like at INSPECTION.

The team of Hugo Kaulen, pilot, and Hugo Kaulen, Jr., aide, representing Germany, won second place, having traversed a distance of 459.4 miles. Charles Dollfus, pilot, and Georges Carmier, aide, representing France, won third place by covering 447.9 miles. It will thus be noted that the race this year was exceedingly close.

Unless a new trophy is put up with the purpose in view of perpetuating the annual free balloon race, it means the end of this international lighter-than-air sporting classic. It is not likely that lovers of free ballooning will permit the untimely demise of an event which has attained such wide world popularity.

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DETAIL OF WEST POINT GRADUATES TO AIR CORPS

Nearly a third of the class which graduated from the United States Military Academy, West Point, N.Y., last month, were detailed to the Air Corps and directed to take flying training at Brooks Field, Texas. Since 1922, a total of 294 West Point graduates were detailed to the Air Corps. The number detailed each year is shown below, as follows:

Year	Number of Graduates	Detailed to Air Corps	Percentage
1922	132	16	12.1%
1923	261	51	19.5%
1924	406	61	15.0%
1925	245	42	17.1%
1926	306	18	5.8%
1927	203	30	14.7%
1928	261	76	29.1%

NOTES FROM AIR CORPS FIELDS

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San Antonio Air Depot, Duncan Field, Texas, June 16.

First Lieut. Merrick G. Estabrook, Jr., A.C., of the Middletown Air Depot, was on temporary duty at this Depot from June 3d to June 6th, in connection with a study of shop practices and methods used in reconditioning aeronautical supplies and equipment.

On June 2d Warrant Officer Albert Bloom was retired from active service at this Depot, after more than thirty years' service. He was assigned to duty at this Depot in March, 1921, on transfer from the former Aviation Repair Depot at Dallas, Texas, upon its consolidation with this Depot, and since then served continuously at this Depot. Warrant Officer Bloom is accompanied by the best wishes of this command upon the termination of his long and honorable period of active service.

Lieut. Frederic B. Wieners returned to duty at this Depot on June 7th from a thirty days' leave of absence.

Major Frank D. Lackland, Commanding Officer of the Third Attack Group, Fort Crockett, and formerly Commanding Officer of this Depot, paid us a visit on June 15th, viewing the activities of the Depot and getting in touch with his many old friends here.

Major Douglas B. Netherwood, of the Office of the Chief of the Air Corps, afforded this Depot the pleasure of a visit on June 15th.

During the month of May the Engineering Department of the San Antonio Air Depot overhauled and repaired the following airplanes and engines:- Airplanes: 7 PT-1, 2 NBS-1, 1 AT-4, 4 DH-4M-1, 2 DH-4M-1T, 1 DH-4M-2T, 1 O2-A, 1 O2-D, 1 AT-5, Total, 20 airplanes. Engines:- 15 Liberty, 23 Wright E, 3 Curtiss D-12, Total, 41 engines.

Kelly Field, San Antonio, Texas, June 20.

In spite of the fact that most of them are "school teachers", the Kelly Field delegation at the Annual Machine Gun and Bombing Matches at Langley Field won several of the "choicest" places in the meet just passed.

Lieutenants Whiteley and Lanagan, came away with the high score, which rumor places as the highest score ever to be recorded at a competition match. Lieut. Partridge won the first place in the Observation machine gun matches, and he and Lieut. Andrew won the match for their team for fixed and flexible guns. Every member of the delegation from Kelly Field did good work. One field cannot be expected to win everything.

43d Squadron: Tech. Sgt. McKibbin, Sgt. Allison and Pvt. Hester were discharged and re-enlisted this month.

Staff Sgts. Wentzell and Collins, Sgt. McFadden, Cpl. Patrick and Pvt. Cabbie are slated for discharge later in the month. Sgt. McFadden will be re-enlisted for service in Panama.

Staff Sgt. Jones, Pvts. Edwards, Graham, Harnevious, Jackson, Minnex, and Pippin returned from furlough during the first part of this month.

We will have another member of the organization not on the pay roll since Private Baum attached unto himself a wife. He was married on May 12th.

Pvt. Couch was discharged on the 11th but the following day found him holding up his hand for another hitch. Henry, the Air Corps isn't so bad after all, is it?

Pvts. Losey and Sidell are back from the West Point Prep. School at Ft. Sam Houston. Losey is off for a forty-five day furlough.

Pvt. Beathard is off on a sixty day furlough.

Pvts. Hudson and Gray transferred to the organization from the Infantry. Pvt. Hudson was a sergeant in Company H, 1st Infantry, Ft. D.A. Russel; and Gray was a corporal in Company F, 23d Infantry, Ft. Sam Houston. Evidently the boys are getting tired of walking.

Rockwell Field, Coronado, Cal., June 26.

Maj. S.W. FitzGerald, A.C., former Commanding Officer of Rockwell Air Depot is at present a visitor at this field, having driven overland, by motor, from Brooks Field, Texas. Major FitzGerald will fly as far as El Paso, Texas, with

Lieut. Gothlin, who is to ferry an O2-H plane to Ft. Riley, Kansas.

Maj. H.B. Clagett, Air Officer, Ninth Corps Area, with passenger, was a visitor at Rockwell Field on June 12th, and departed for Yuma, Arizona, the same day.

Lieut. C.E. Grumrine, A.C., arrived from Wright Field June 14th, on inspection tour of proposed plans for permanent construction at Rockwell Field.

Lieut. Virgil Hine, A.C., former popular adjutant of Rockwell Field, was a visitor for the past few weeks. The commissioned and civilian personnel of Rockwell Field are glad to greet Lieut. Hine again.

Lieut. Ray H. Clark, A.C., departed June 21st, via air for Pearson Field, Vancouver Barracks, Wash., to ferry a PT-1 plane to that station. He returned to Rockwell Field, by rail, June 24th.

On June 26th, Capt. C.E. Giffin, 1st Lieuts. E.M. Robbins and Ray H. Clark, departed via air, for Pearson Field, to ferry three PT-1 planes to that station. These officers will return by rail to their proper station.

Capt. Edw. C. Black and 1st Lieut. R. Baez, Jr., who arrived for duty at Rockwell Field were assigned to the 11th Bombardment Squadron.

A total of 92 enlisted men from March Field, Cal., arrived at this station June 25th. They comprise the first increment of the organizations being re-constituted at Rockwell Field, viz:

Hq. 7th Bombardment Group,
95th Pursuit Squadron,
11th Bombardment Squadron.

These men were transported to Rockwell Field by rail, motor and aerial transportation.

Camp was completed to house these troops, consisting of boarded-up tents, kitchens and mess halls, with gas, light and modern plumbing fixtures, also shower baths and toilets.

Lieuts. A.W. Marriner and Wentworth Goss arrived from Crissy Field on June 25th, in Amphibian plane for purpose of cooperative work with the Commandant, 11th Naval District and Commanding General, 6th Brigade Headquarters, Ft. Rosecrans.

Colonel William Elliott, Q.M.C., Corps Area Quartermaster, inspected the Quartermaster activities at Rockwell Field on June 25th.

Lieut. Lee Schoenhair, Air-Res., with Harry Tucker, left Rockwell Field at 1:20 P.M., June 7th, on a non-stop flight to New York City, in Lockheed Plane No. X4769, equipped with Pratt-Whitney motor. However, on account of heavy fog, pilot was forced to land at Columbus, Ohio. This plane, with pilot and passenger, returned to Rockwell Field June 15th, and departed for Los Angeles, June 16th.

Air Depot, Middletown, Pa., July 2.

"Knee deep in June."

Yes, it is rather hard to keep the old eye on the apple these balmy days, with birds singing, flowers flowering and bees beeing. The post looks mighty attractive, what with a new coat of paint on quarters and warehouses, the old family roses climbing up the porch, the ice man singing a round-de-lay as he toils happily from box to box -- So on and on.

Capt. Christine's hard working suppliers here during the month shipped two hangars to Langley Field by hand. Don't misunderstand me! Both Depot cranes were condemned by the Government Inspector -- The Hangars were needed at Langley -- Result, 12 men + 10 days = 13 carloads of heavy structural steel.

It was further necessary to inspect 601 Liberty motors in order to get 500 with heavy cases to ship to contractor for overhaul. Say, when are we going to get to the bottom of that pile of Liberties?

A few cross-country trips to break up the monotony:-

Capt. DeFord and Lieut. McGregor drove two puttering PTs to Langley, June 8th, both badly needed by West Point Cadets there.

June 13th Lieut. Harris flits to Bolling, to make recommendations as to disposition of wreckage washed up along the hangar line from their usual week-end storm.

June 14th Capt. DeFord, Lieut. McGregor and Lieut. O'Neal catch the night boat for Langley and then bring three supercharged DHs back for overhaul. Boy, ain't them clams delicious?

June 16th Capt. DeFord and Lieut. McGregor repeat with palpitating PTs to Langley.

June 25th Capt. DeFord, Lieut. Harris and Lieut. O'Neal steam to Hampton and fetch back worn O2s to be rejuvenated in the shops.

On the 14th inst. Lieut. Estabrook upt anchor and shoved on a month's leave. Our loss is Boston's gain.

Lieut. Harry Mills came back from a short but pleasant vacation spent in Ward #8, at Walter Reed. He reports several successful hours of indoor flying there.

Capt. DeFord journeyed to Carlisle the other evening and, after making a short but snappy speech before the Chamber of Commerce at that place, they voted unanimously to have an airport, selecting a committee to work on same.

Our engineers during June polished off 20 Liberty and 6 Curtiss D-12 engines.

Planes to the number of 14 were overhauled, as follows:

PT-1	3
P-1	2
DH-4M-2K	1
OA-1A.	1
Ol	2
O-11	1
O-2.	4.

Wright Field, Dayton, Ohio, June 26.

Brigadier-General William E. Gillmore lectured on June 29, before a meeting of the American Society of Mechanical Engineers, the subject of his talk being, "The Activities of the Materiel Division". The meeting was held in Detroit, Mich. Lieut. Carl F. Greene spoke at the morning session on "An Introduction to the Problem of Wing Flutter".

Maj. J.E. Fickel, Capt. Reinartz, Lieuts. A.F. Hegenberger, A.J. Lyon and several other officers, flew to Rochester, Minn. to assist in the dedication and formal opening of the new airdrome.

Capt. O.P. Echols departed for Buffalo, N.Y., to ferry a Consolidated O-17 airplane to National Guard Headquarters at Spokane, Wash.

Lieut. R.C. Zettel, Lawrence J. Eyler and Clem C. Trimback attended the Gunnery Maneuvers held at Langley Field from June 1 - 10. While there, they studied the problems arising in connection with the service and use of armament equipment and demonstrated recently developed flexible gun equipment for airplanes.

Capt. A.W. Stevens left for Washington, Philadelphia and New York City for conferences and inspection duty concerning aerial cameras and chemicals for quick-work photography.

Capt. Theos Tillinghast was married on June 23d to Miss Margaret Dodds, of Cincinnati, Ohio. The wedding ceremony was performed at the Holy Trinity Episcopal Church of Cincinnati.

Boston Airport, East Boston, Mass.

The past month was a tough period for flying at Boston, as six different ships had forced landings on or near the Airport. The first one to get into trouble was a Travel-Air, piloted by a civilian, "Red Chandler". The ship went into a spin at 500 feet and crashed across the Narrow Gauge Railroad 200 yards from the Airport. The passenger, a civilian mechanic, was killed, and pilot badly injured.

The next accident was another civilian ship, carrying two girls as passengers. Ship was forced down on account of motor trouble. Neither pilot nor passengers were hurt, and very little damage to ship.

Lieut. Dexter, from Bolling Field, flying a PW-9, was next to encounter trouble. He was spending the week-end of May 26th and 27th at Boston. On the 28th when taking off, and immediately after leaving the ground, the motor apparently cut out. He tried to turn back to the field, just making the outer edge of the runway. The ship crashed, turned over on its back, pinning the pilot under it in the seat. Mechanics who rushed to his assistance had to lift the plane in order to get the Lieutenant out from under the wreck. He was not seriously injured, but suffered a few cuts and bruises. Major Cummings, the Flight

Surgeon, administered first aid and sent him to the hospital at Fort Banks, where he remained for a few days. The ship was badly damaged and was shipped to Middletown to see what can be done to it. It is believed, however, that the ship is beyond repair.

This crash is really the most fortunate accident your correspondent has ever witnessed (if crashes should be termed fortunate.). In the first place, the pilot either did not have time or failed to cut his switches. The gas tanks burst, saturating the pilot and the wreck with gasoline. What is meant by the fortunate part of accidents is that the ship did not catch fire, in which case the pilot would have burned up with the ship before anyone could help him. We are all thankful that it happened as it did, and, as Lieut. Duke says: "The open exhaust stack saved Dexter".

On June 1st, one of our PT-1 planes, piloted by 2nd Lieut. Horace White, A.C. Res., landed just off the runway at the edge of the water. Lt. White claims that motor quit, but some claim that he forgot to turn his gas on his second tank. At any rate, neither pilot nor ship was hurt, so we will let it go at that. But the following day a PT-1, flown by Lt. George Lusk, A.C.-Res., had motor trouble and disaster followed. In trying to make the field the pilot fell short about 100 feet and landed in the mud flats. The plane turned over and was damaged to such an extent that it was also sent to the Middletown Air Depot. Lieut. Lusk and Sergeant Rutledge, Enlisted Reserve, who was riding as passenger, sustained a few scratches, but nothing serious.

Last Sunday morning a brand new Travel-Air went in the bay 300 yards off shore, where it remained for two days before getting it out. That, of course, is ruined from the salt water.

What we need here is a boat to get to ships forced to land in waters surrounding the field. Personnel in such ships would drown before help could reach them without a boat should the ship turn over and pin them underneath.

On May 27th General Preston Brown, Commanding 1st Corps Area, with Lieut. Duke, A.C., pilot, in the A-3 assigned to General Brown, left Boston for St. Louis, Mo., where the General attended a re-union of his old division, of which he was Chief of Staff during the war. During the trip they stopped in Buffalo, Dayton, Lexington, Louisville and Leavenworth, Kans. On their way back east they made one hop from St. Louis to Washington, which is the longest single flight the General has made since he started flying, and of which he is very proud. Both General Brown and Lieut. Duke were much pleased with the trip, being enthusiastically received everywhere. Good weather prevailed throughout the trip.

We are now equipped for night flying, having installed a B.B.T. Flood Light, donated by Mr. Chandler Hovey of Boston, who also paid for the installation. Too much praise cannot be given Mr. Hovey for the financial help and moral assistance he has rendered for the improvement of the Airport, only I do say that there are too few of his type. Speaking of lighting facilities for night flying, the light was tested recently. Lieuts. Duke and Cobb flew for thirty minutes, making several landings, and found the light just what we needed; so anyone flying to Boston need not worry about getting here after dark. All we need now is a light for the wind cone.

During the first part of June, four PT-1s and the Vought flew to Barnes Airport at Westfield, Mass. to participate in the dedication of that field. During the three days we were there it rained every day; consequently, the meet did not prove very successful. An Airport was also opened at Lowell, Mass. and the dedication no doubt a huge success according to the number of planes which passed through here for Lowell, including Army, Navy and Civilian Aircrafts. The Boston Airport had an exhibition of Motors, Parachutes, Maps, etc., while Lieut. Gale from Mitchel Field was there with a photographic exhibit. The weather was good, and the field they dedicated is O.K., though not the best in New England, as they advertised it. Of course, all of our planes participated and four mechanics were on duty there during the three-day period. Next week, June 28, 29 and 30th an Airport is being opened at Lucerne, Maine, and we are helping to get them started on those dates.

Capt. Ford arrived from Middletown today in a PT-1 which is assigned here. This ship will give us four planes of that type. Air Corps Reserve Officers of this Corps Area are being assigned to active duty at the Airport for 14 day periods, two being assigned during each period.

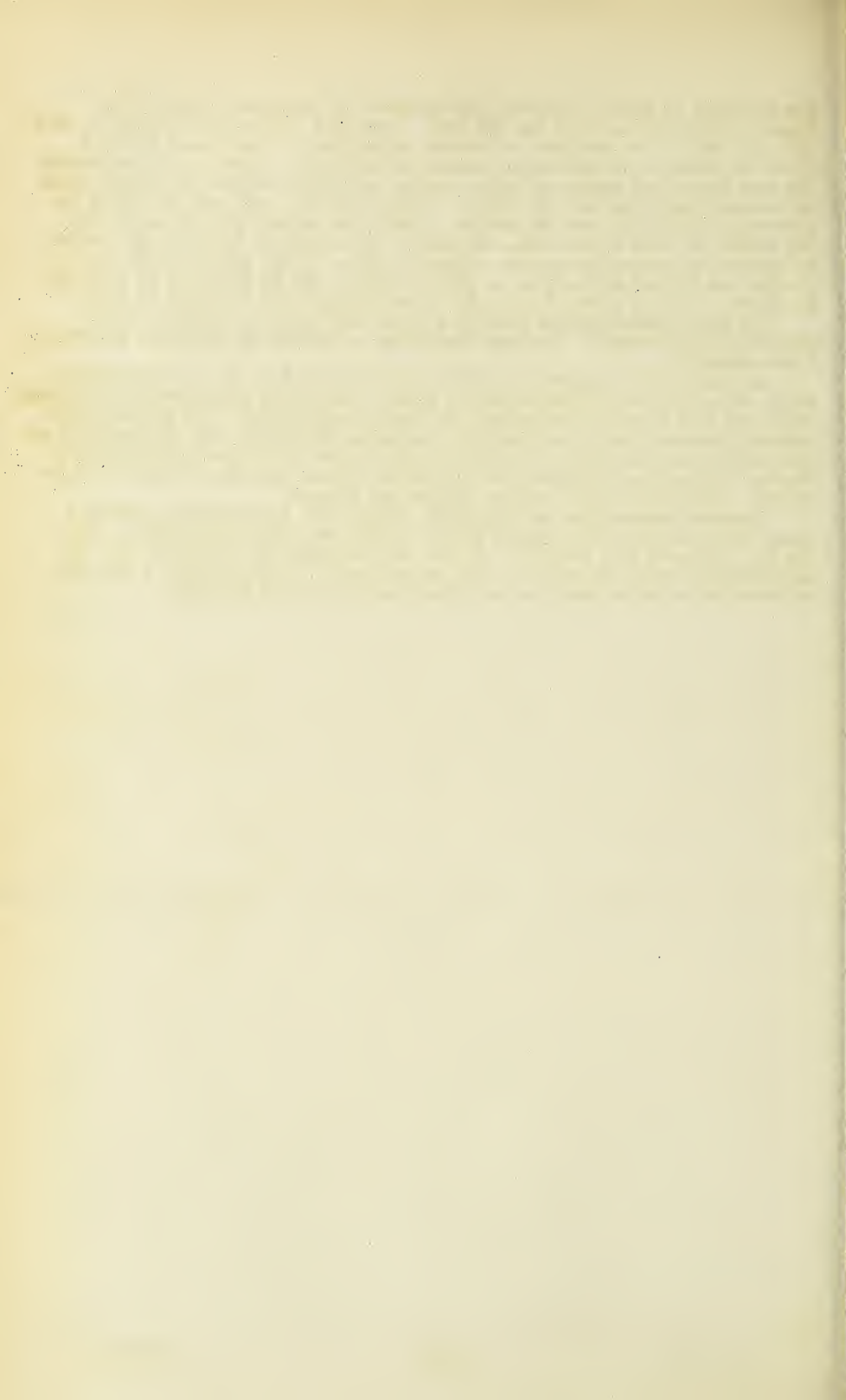
Major Kennedy from the Chiefs' Office was here for a few days looking over

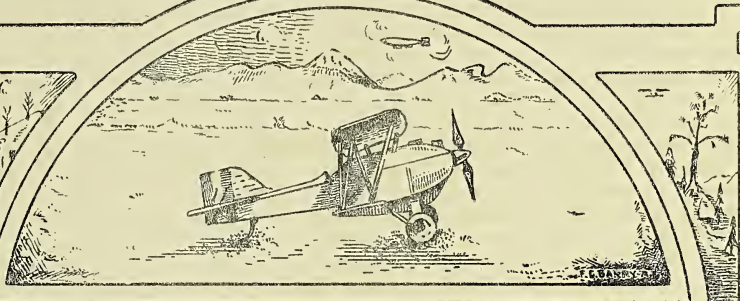
the situation of either improving this Airport, or taking over part of the Squantum Naval Flying Field for the Army. That will involve the transfer of land from the Navy to the Army and, of course, expenditure of much money to fit a field for flying, and building of hangars and quarters. However, the propaganda the news papers and people of Boston carried on during the past few months seems to be doing some good, as the city is taking this field over and will start improvements within the next two months. First, the hangars will be moved from the center of field to one side, the Army to be located at the southeast corner and Commercial activities at the southwest corner. After buildings are moved, grading and filling will start, so within another year there should be great improvements, and, as often stated, the Boston Airport will be second to none.

The Corps Area Inspector paid us a visit last week, inspected records, equipment and personnel. He found everything in good order; at least, we haven't heard otherwise.

Sergeant Viscik reported for duty today from 1st Obs. Sq. to replace Sgt. Keogh, who could not get acclimated to Boston, nor become reconciled to conditions here, and John is going back to his old love, Mitchel Field. Two privates were recently assigned, one to replace Pvt. Zuccherro, discharged, and the second as an additional man. The enlisted personnel now consists of 3 non-commissioned officers, 3 privates, 1st Class, and 8 privates, one of whom is on duty at the Air Office, leaving 13 enlisted men on duty at the Airport.

Corporal Halstead made a trip to St. Johns, N.B. by automobile, taking a three day pass and, with a Sunday added, he made the trip without hurry. Our 1st Sgt. Anderson will be putting in for his retirement in a month or so. We are wondering what Andy will do after he gets out. He will be like a fish out of water and no doubt miss the Army after being in it for 27 years.





Air Corps

News

Letter



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OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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MAPS TO AID IN AIR NAVIGATION

By A.M. Jacobs

Our first acquaintance with maps is usually in the elementary schools, when they are mysterious highly colored affairs from which we must learn things almost beyond comprehension. No one breathes to us then that the earth as it appears in the flat picturizations in our geographies is not actually as presented there. If they did, we'd probably lose a faith, none too well established, in education without more ado and forswear it forever -- if we only could.

It is usually later, when a Lindbergh in flying from New York to Paris goes north, touching New Foundland, then drops south, touching Paris, and tells us that he is flying the straightest line that can be drawn between the two points, that we begin to worry. Then we get out the old globe and stretching a bit of tape tightly across from New York to Paris find it strangely true. The impossibility of presenting accurately a curved surface on a plane surface, which has been parrot information all our lives, begins to possess reality and meaning and since it isn't a matter of education or even of anyone's caring whether we know anything about them or not, we inadvertently pick up an interest in maps.

Maps! There are more kinds and of greater variety than we ever dreamed. We stumble across some ancient ones, drawn up before Columbus apprised the world that it was round. Flat maps could have been studied by the children without deceit in those days of a flat earth -- if there had been schools, of course. And as late as 1507, America was tacked on to eastern Asia by the chart makers, only gradually being shoved off, first by a narrow strait and finally by an ocean.

We become familiar with the word "projections". Once the world has become round, it can be presented on a flat surface only by projections from the globe, for the flat surface can touch the globe but at one point, of course. Mercator, we learn, got around this fact by wrapping a piece of paper about the globe in the form of a cylinder, touching at the equator and making projections for all points north and south. The parallels and meridians were at right angles to each other. The result is a map of such accuracy for all central parts of the earth, that is above and below the equator, that it is used today almost entirely for marine navigation. Approaching the top and bottom of the earth, however, since the longitudinal lines keep inhospitably parallel on the flat Mercator map, not drawing together as they actually would toward the poles, distortions are pronounced, and, except to present a general idea of the earth's topography, it is practically useless.

There are many other projections; the Polyconic, the Great Circle, the Stereoscopic, etc. In that some of them are good for some things, some good for others, but none of them perfect in all respects, they are strangely like people. Some show the countries as long, thin areas, others as short fat ones, as people are distorted in certain types of mirrors. All, however, are accurate and serviceable for the purpose for which they are plotted, which is to show either the distance, area, direction, or shape of the earth, or a given part of it. One, sometimes two of these properties can be authentically given on a plane surface, but never all of them for any great portion of the sphere.

It was some time before the over-ocean flights of last summer that we began to hear of the Great Circle course in connection with flying, but it is only since long flights have become the order of the day that the problem of air navigation has been acknowledged of the foremost aviation importance. And it was in connection with this air navigation problem that the radio beacon came into existence. The radio beacon supplies directional guidance for a flyer journeying away from or toward the transmitting beacon tower. The radio waves naturally follow the shortest distance between the beacon tower and the point for which they have been set. In other words, they travel the Great Circle

course. So that flying by the beacon signals, the pilot is relieved of the worry of maps or compasses. To obtain for him however this surety of navigation, the beacon waves must have been set to travel in exactly the proper direction. And to get this correct angle of setting has been rather a difficult thing with the maps at hand. Existing great circle projections which give accurate beacon paths do not give accurate longitude and latitude angles from which to obtain settings for those paths.

This explains the appearance of a new map, the work of Bradley Jones and R.K. Stout of the Instrument and Navigation Unit of the Materiel Division, and "equi-distant zenithal projection" which as the name implies is a projection on a flat surface of points taken as from a zenith above Wright Field. From the angles on this map, the radio engineer can get the correct angle for directional setting for any point within 1000 miles of the Wright Field radio beacon, whether it be Fort Crook, Nebraska, Bellfonte, Pa., or Oscoda, Michigan. This type of map, it is thought, will be an extremely useful adjunct to directional radio guidance, and like ones will no doubt be charted for the new radio beacon units being established by the Department of Commerce.

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FIRST GRADUATING CLASS FROM MARCH FIELD

The first class of Flying Cadets to complete the eight months' course at the Primary Flying School at March Field, Riverside, Calif., graduated on June 28th. The 29 students who successfully completed the course were sent to the Advanced Flying School at Kelly Field, San Antonio, Texas.

The graduation exercises opened with an aerial review led by the graduating class. The presentation of diplomas was held in the Officers' Club immediately following the review.

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MARCH FIELD FLYING CADETS STAGE AIR MEET

An airplane field meet for the upper class of flying cadets was held at March Field, Riverside, Calif., on July 13th. The class was divided into eight teams of eight men each, with a commissioned officer as coach. The events participated in consisted of: Hurdles; Combination; Turn on Pylon; Small Field Landing; Message Dropping; Race over Triangular Course and Relay Race.

Major M. F. Harmon, 1st Lieut. R.C.W. Blessley and Morton H. McKinnon acted as judges; 1st Lieut. Fred C. Nelson and Y. A. Pitts were umpires, and 1st Lieut. D. W. Norwood acted as Field Marshall.

Reporting at the March Field Primary Flying School for the July 1, 1928, Class, were 123 embryo pilots. The first two weeks of the school term was taken up with the various physical and orientator tests. Actual training started on July 16th.

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GENERAL LASSITER INSPECTS KINDLEY FIELD.

The outstanding event of the month at Kindley Field, Fort Mills, P.I., was the visit to Corregidor on May 23rd, via amphibian plane, of Major-General William Lassiter, U.S. Army, the new Department Commander, who arrived in the Philippine Islands on the April transport. Three amphibians, piloted by Lieuts. Meloy, Hodges and Watkins, Air Corps, were flown in formation to Camp Nichols, where General Lassiter, his aide and Major W.G. Kilmer were picked up. General Hatch, commanding the Harbor Defenses of Manila and Balic Bays, met General Lassiter at Kindley Field and accompanied him throughout his inspection tour.

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WAR DEPARTMENT THEATRE AT MARCH FIELD WELL PATRONIZED.

The interest evinced in the entertainment offered by the War Department Theatre at March Field, Calif., was indicated by statistics submitted for the Annual Report. A total of 36,377 paid admissions during the period Sept. 1 to June 30th for 153 shows is ample evidence of the high quality of entertainment offered. Fanchon and Marco recently completed arrangements for the showing of their Varieties one night a week.

A LITTLE NEWS FROM THE MARINES IN NICARAGUA

A new correspondent has joined the ranks of contributors to the News Letter. He hails from an entirely unexpected locality -- Managua, Nicaragua, where Uncle Sam's Marines manage to keep warm, and how? Our correspondent has cautioned us not to mention his name, and to keep on his good side his wishes will be respected. His sole topic of conversation in this first contribution centers around 1st Lieut. Pardoe Martin from France Field, Panama Canal Zone and several former members of the Air Corps, and he goes on to say:

"As our guest as observer for the Army in our pacification of our 'Little Brown Brothers', it might be of interest to your publication to get a line on Mr. Martin.

"Sixty-seven hours and 45 minutes, only one hour and 10 minutes of which is observer time, is Lieut. Martin's flying time for his first month in Nicaragua. Landing with the squadrons on the 15th of May, he has been muchly "up in the air" during his short stay here.

"Not being one of the 'International Police', he is a non-combatant and is not permitted to carry bombs or loaded guns on his plane, but he has flown on many fighting plane missions as an escort and is getting an eyeful of information on the methods and tactics as used in coping with Sandino and his brush-jungle guerillas. "Under the wing" of our Commanding Officer, Major Ross E. Rowell, Mr. Martin has undergone a thorough indoctrination by actual application and has proved himself a very apt pupil, indeed. To date he has flown two independent missions to the Honduran border without escort, and is making himself "handy" wherever possible.

"Though he does not get to actually participate in our little 'racket' with Sandino, his tennis racquet has won him the undisputed championship of Nicaragua, and he has met with some stiff opposition. At re-call every day, the rainy season permitting, he is off for the courts of the Tropical Radio or the Campo de Marte and plays until dark, taking on all comers. It has been said that the Lieutenant even rises early in the morning and practices his Tilden 'twists' and Wills 'wallops'.

"Lieut. Martin's pleasing personality has made him friends with all the officers and enlisted men in Marine aviation, and the Army Air Corps is to be congratulated on its pick of Lieut. Martin.

"On his arrival here he found that some of his old charges from Brooks Field, San Antonio, Texas, had strayed from the fold and were glad to see him. Mr. Martin was Adjutant at Brooks Field when the writer was a cadet in the Primary Flying School, with Colonel Lindbergh as a classmate. We had to get some connection with Lindbergh in this 'yarn'.

"Gunnery Sergeant Morris Kurts was one time mess sergeant in the old Attack Group at Kelly Field. Sergeant Bob Wence, whose heroic climbing out on the wing of the Fokker over the Caribbean and fixing an oil line on the flight from the States recently, is an ex-Army 'bird' from Kelly Field. PFC Martin Kolbe, an ex-sergeant from the 47th Squadron, Brooks Field, is in charge of the machine shop here, with only a year in the Corps.

"Sergeant Carl Long, who is now in Pensacola taking flight training, did a few months at Kelly Field in the 62nd Squadron, and PFC Charles J. Long, one time 'pill-roller' at the field hospital at Brooks Field, is now rolling acetylene gas drums here in this welding shop. Sergeant Laurens Claude, once a 1st Lieutenant at Brooks Field and one of the Marine Corps leading Naval Aviation Pilots, is a member of VO6-M. Claude recently did a 'chop chop' with the Leathernecked Flyers in China, coming here last month.

"So you can see for yourself that your Mr. Martin does not get lonesome for someone to 'shoot' the 'Old Army breeze' with."

And now, having concluded the broadcasting, there will be a pause until our muchly welcomed contributor from the ranks of the "Leathernecks" goes on the air again which, it is hoped, will be soon.

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PREPARATION FOR U.S. TO SWEDEN FLIGHT

Mr. Parker D. Cramer, Divisional Inspector, of the Aeronautics Branch of the Department of Commerce, was a recent visitor at the San Antonio Air Depot and called on the Commanding Officer to discuss various matters of aeronautical interest. Mr. Cramer arrived in San Antonio by air, accompanied by Mr. Bert Hassell, of Rockford, Illinois, pilot, who expects to fly his Stinson-Detroit monoplane, "Greater Rockford", on a Transatlantic Flight from Rockford, Ill., to Stockholm, Sweden, in the near future. Mr. Cramer and Mr. Hassell departed from San Antonio the following day making a non-stop flight in this plane from San Antonio to Los Angeles, Cal., the same day, preparatory to putting the plane through tests prior to the flight to Stockholm.

CATERPILLAR CLUB A GROWING ORGANIZATION

Membership in that exclusive organization, called the "Caterpillar Club", continues to increase by leaps and bounds. As a matter of fact, however, it is bound to increase by "leaps". The growth of this organization is naturally to be expected, for accidents are destined to happen, regardless of the mode of transportation used.

It is safe to say that in most cases accidents are due to the human element involved. The automobile driver has a careless moment; the track-walker overlooks a faulty rail; one of those rare mix-ups occurs with regard to sidetracking the local train for the fast express; the airplane pilot does something in an unguarded moment contrary to all rules of flying or takes unwarranted risks in flying under unfavorable weather conditions.

While Army Air Corps regulations require every occupant of an Army plane to wear the parachute, no one relishes the thought of being compelled to make use of it. In the extreme emergency, however, the parachute is a mighty handy piece of equipment to have around. In fact, it is the only means at hand which gives the man in the air whose life is imperiled a chance to reach the ground safely. As an aerial life preserver the parachute is well worth the time and effort expended in its development.

At this writing, as far as known, a total of 87 candidates were duly initiated into the mysteries of the mythical Caterpillar Club and declared members in good standing. The number of life-saving parachute jumps made, however, total 92. The man who is foremost in aeronautical circles in this country, if not the entire world, Colonel Charles A. Lindbergh, is also the most outstanding member of the Caterpillar Club, for on no less than four occasions he used the parachute to save his life. Captain Frank O'D Hunter, Air Corps, is a second degree member of the club, as was also the late Lieut. Eugene H. Barksdale, both of these officers jumping twice.

Over five years have passed since the first emergency jump with a parachute from an airplane was made by Lieut. Harold R. Harris, then an Air Corps officer and now engaged in commercial aviation. This jump was made on October 20, 1922. The first time an Army type parachute was utilized in the extreme emergency in this country was on August 24, 1920, but in this instance the jump, made by Mr. O'Connor, was premediated, and the Army chute was used by him when his own privately manufactured chute failed to function.

In addition to Mr. O'Connor, the parachute saved 2 lives in 1922, 10 in 1924, 13 in 1925, 16 in 1926, 35 in 1927 and 15 thus far this year, total 92. It is by no means certain that the figures given above are correct. While it is possible to keep an accurate check on the parachute jumps made in the military and naval air services, no reliable tab can be kept on those made by commercial and private flyers. The roster of the membership of the Caterpillar Club is given below. Anyone knowing of emergency jumps made which are not included in this list will confer a favor upon the Air Corps Information Division by sending in the necessary facts, since it is desired to maintain as complete a roster of the Caterpillar Club as possible.

MEMBERSHIP OF THE CATERPILLAR CLUB

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
1920			
August 24	William O'Connor	Civilian	McCook Field, Dayton, Ohio
1922			
October 20	Harold R. Harris	1st Lt. Air Corps	McCook Field, Dayton, Ohio
November 11	Frank B. Tyndall	1st Lieut. Air Corps	Seattle, Washington.
1924			
April 23	Mr. Bottonfield	Civilian	Kelly Field, Texas.
May 13	Eugene H. Barksdale	1st Lt. Air Corps	Fairfield, Ohio.
June 5	W. W. White	2nd Lt. Air Corps	Kelly Field, Texas.
June 13	Walter Lees	Lieut. A.C. Reserve	Dayton, Ohio.
June 18	John A. Macready	1st Lt. Air Corps	Dayton, Ohio.
July 11	A. R. Crawford	2nd Lt. Air Corps	Kelly Field, Texas.
August 29	L. L. Koontz)	1st Lt. Air Corps	Bolling Field, D.C.
	W. E. Coggin)	Private, Air Corps	Bolling Field, D.C.
October 16	W. M. Coles	Gunner, U.S. Navy	Coronado, Calif.
November 4	W. E. Lynd	Captain, Air Corps	Kelly Field, Texas.

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
1925			
March 5	C. D. McAllister	2nd Lt. Air Corps	Kelly Field, Texas.
March 5	Charles A. Lindbergh	Cadet, Air Corps	Kelly Field, Texas.
March 20	Frank O'D. Hunter	1st Lt. Air Corps	Dayton, Ohio.
April 6	C. V. Mix	Sgt. Marine Corps	Quantico, Va.
April 10	J. Thad Johnson	1st Lt. Air Corps	Eaglesmere, Penna.
May 22	C. H. Schildmuer	Lieut. U.S. Navy	Lakehurst, N.J.
June 2	Charles A. Lindbergh	2nd Lt. A.C. Reserve	St. Louis, Mo.
July	Mrs. Irene McFarland	Civilian	Cincinnati, Ohio.
August 17	Kirtley J. Gregg	2nd Lt. Air Corps	Lavernia, Texas.
October 1	F. O. Rogers	1st Lt. Marine Corps	Langley Field, Va.
October 10	Fred C. Nelson	1st Lt. Air Corps	St. Louis, Mo.
November 11	Leonard S. Flo)	2nd Lt. A.C. Res.	Wright Field, Ohio.
	John McGlynn)	Private, Air Corps	Wright Field, Ohio.
1926			
March 5	Frank O'D. Hunter	1st Lt. Air Corps	Selfridge Field, Mich.
March 24	E. H. Barksdale	1st Lt. Air Corps	McCook Field, Dayton, O.
May 10	Horace M. Hickam	Major, Air Corps	Langley Field, Va.
May 10	Harold Geiger	Major, Air Corps	Langley Field, Va.
June 2	S. E. Ingersoll	Lieut. U.S. Navy	Pensacola, Fla.
June 17	J. T. Hutchinson)	1st Lt. Air Corps	McCook Field, Dayton, O.
	Paul Stanley)	Civilian	McCook Field, Dayton, O.
July 5	Walter M. Williams)	Capt. Mat'l Guard	Nashville, Tenn.
	John W. MacKenzie)	2nd Lt. Mat'l Guard	Nashville, Tenn.
July 24	V. E. Bertrandias	1st Lt. Air Corps	Baltimore, Md.
August 8	John I. Moore	1st Lt. Air Corps	Austin, Texas.
Sept. 16	Charles A. Lindbergh	Air Mail Pilot	Ottawa, Illinois.
Sept. 17	C. L. Williams	1st Lt. Air Corps	Hawaii
November 3	Charles A. Lindbergh	Air Mail Pilot	Covell, Illinois.
November 12	Charles E. Widmer	Air Mail Pilot	Hollywood Hills, Calif.
December 23	Warren D. Williams	Air Mail Pilot	Bowling Green, Ohio.
1927			
January 18	Roderic M. Krider)	Cadet, Air Corps	Kelly Field, Texas.
	George T. Shlepper)	Cadet, Air Corps	Kelly Field, Texas.
February 3	Lawrence C. Craigie)	1st Lt. Air Corps	Brooks Field, Texas.
	Fabian L. Pratt)	Capt. Med. Corps	Brooks Field, Texas.
February 15	Carl G. Ashley	Private, Air Corps	Galveston, Texas.
February 27	Herbert A. Dargue)	Major, Air Corps	Buenos Aires, Argentina
	Ennis C. Whitehead)	1st Lt. Air Corps	Buenos Aires, Argentina
April 15	Stephen A. McClellan	Lt. Marine Corps	Bolling Field, D.C.
February 24	O. M. Darling	Lieut. U.S. Navy	San Diego, Calif.
March	E. B. Wilkins	Lieut. U.S. Navy	Augusta, Ga.
March	G. F. Lawhon	A.M.M., U.S. Navy	Augusta, Ga.
April 27	Stewart W. Towle	1st Lt. Air Corps	Champaign, Ill.
May 4	Hawthorne C. Gray	Capt., Air Corps	Scott Field, Ill.
May 13	George G. Finch,	1st Lt. Air Corps	Edwards, Miss.
May 28	Lewis H. Brereton)	Major, Air Corps	Reynoldsburch, Ohio.
	B. A. Bridget)	2nd Lt. Air Corps	Reynoldsburch, Ohio.
	Clyde M. Taylor,)	Master Sgt. A.C.	Reynoldsburch, Ohio.
	Fred P. Miller)	Staff Sgt. Air Corps	Reynoldsburch, Ohio.
June 20	Eldo Peterman)	1st Lt. Mat'l Guard	Los Angeles, Calif.
	H. J. Cooper)	Capt. Med. Corps	Los Angeles, Calif.
July 10	Art Smertz	Civilian	Salt Lake City, Utah.
July 13	C. B. Whitney)	Lieut. A.C. Reserve	Salt Lake City, Utah.
	Paul L. Woodruff)	Staff Sgt. A.C.	Salt Lake City, Utah.
July 15	Benj. W. Craycraft	ROTC Student	Chamute Field, Ill.
August 18	Robert G. Fry	Tech. Sgt. U.S.M.C.	Camp McMurray, China.
Sept. 16	Valentine Gephart	Civilian	Grampion, Pa.
October 5	A.H. Gilkson	Major, Air Corps	Edgewood Arsenal, Md.
October 25	Frank C. Sutton	Lieut. U.S. Navy	San Diego, Calif.
October 27	J. D. Cleveland)	Cadet, Air Corps	Kelly Field, Texas.
	E. A. Sanborn)	Cadet, Air Corps	Kelly Field, Texas.
November 9	G. H. Stewart)	Lt. A.C. Reserve	Norfolk, Va.
	F.F. Miller)	Radio Operator	Norfolk, Va.
	J. T. Jewell)	Radio Machinist	Norfolk, Va.

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
October 23	Charles R. Bowman	Civilian	
December 12	George W. Hansen	Cadet, Air Corps	Brooks Field, Texas.
1928			
January 22	Gene Althoff	Civilian, A.C.	Dayton, Ohio.
February 15	Louis M. Bourne	Major, Marine Corps	Reidsville, Va.
March 27	Walter C. Greene	Lieut. USN Reserve	
March 27	Sammuel G. Colwell	Lieut. USN Reserve	
April 6	Barnett T. Talbott	Lieut. U.S. Navy	Washington, D.C.
April 23	Douglas M. Swisher	Cadet, Air Corps	Kelly Field, Texas.
	Edward Dickson	Civilian	Dubuque, Iowa.
May 27	Al Wilson	Civilian	Hollywood, Calif.
May 25	Stanley Umstead	1st Lt. Air Corps	Mitchel Field, N.Y.
May	Lawrence J. Carr	1st Lt. Air Corps	Clark Field, N.I.
May 31	Carl K. Wollam	Civilian	Westmoreland City, O.
June 8	Maxwell Balfour)	1st Lt. Air Corps	Mitchel Field, N.Y.
	John A. McCormick)	1st Lt. Sig. Corps	Mitchel Field, N.Y.
June 28	Lemmel T. Cleaves	Ensign, U.S. Navy	
July 2	William L. Campbell	Capt. A.C. Reserve	Kansas City, Mo.

As far as known, there are at present 80 living members of the Caterpillar Club, five of its members having died in subsequent airplane accidents, viz: Sgt. Mix, Lieuts. J. Thad Johnson, E.H. Darksdale, C.L. Williams, Major Harold Geiger, one, Lieut. John W. MacKenzie, succumbing several days after his jump due to severe burns received when the plane in which he was a passenger caught fire in the air, and one, Captain Hawthorne C. Gray, meeting an untimely end during a free balloon altitude flight when he ascended higher than any human being.

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PHOTOGRAPHIC SURVEY OF LANDING FIELDS IN PANAMA

Lieut. George C. McDonald, with Staff Sergeant George W. Edwards as photographer, and Lieut. Robert B. Williams as accompanying pilot, all of the Air Corps, and stationed at France Field, Panama Canal Zone, are engaged in making a photographic survey of all Panamanian landing fields, standard and potential. This project calls for a mosaic map and oblique photographs of each field, taken with a plane on the ground to indicate the best landing area, and the size of the area by comparison with the plane.

The frequent storms prevalent during the "wet season", which is now in full swing, are a great hindrance to the execution of these missions, but the work is progressing favorably in spite of climatic obstacles.

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A NEW SORT OF TROPHY IN THE AIR CORPS

Recommendations have been made to the proper authorities, according to the News Letter Correspondent from France Field, Panama Canal Zone, for the transfer of the "fur-lined gaboon", last held by Major Paul Bock for landing an amphibian plane on the air-drome with the wheels up, to 1st Lieut. Clarence Welch. No definite information is at hand indicating the exact nature of this trophy, decoration, prize, or what have you, but we have our suspicions.

Lieut. Welch won the right to the custody of the sacred treasure by going up on a radio mission and trying to tune in his set, equipped with only an ordinary helmet. His remarks as he landed were to the effect that he had at last found a way to absolutely wash out spark-plug interference. He stated that the set was the quietest he had ever heard. The transfer of the coveted trophy will be accomplished with the usual ceremonies.

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RETIREMENT OF SERGEANT HARRY JOWETT

Members of the 7th Observation Squadron, France Field, Panama Canal Zone, bemoan the loss of First Sergeant Harry Jowett who is about to go on the retired list. The News Letter Correspondent states: "For thirty years he (Sergeant Jowett) has given his best to the Army, and he has honorably won the right to

rest. His retirement will cause a hole in the outfit that will be hard to fill. By his untiring efforts and efficient work he has set a standard for the other Noncommissioned Officers to follow. The organization wishes him long life and happiness, and will always remember him with pride."

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WEST POINT CADETS FLY IN BOMBARDMENT PLANES

During two weeks in the month of June, 300 West Point Cadets reported for training in Bombardment planes at Langley Field, Va. These missions were flown successfully.

During the second week of the stay of the Cadets at Langley, a number of flights were made by personnel of the 19th Airship Company for the purpose of demonstrating to them lighter-than-air aviation. Previous to the flights, Capt. Charles P. Clark took the cadets through the hangars and shops, explaining the functions of the various departments. The News Letter Correspondent expresses the hope that the Cadets will be back again next year.

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PISTOL SHOOTING IN THE PANAMA CANAL ZONE

In a pistol match recently held at France Field, Panama Canal Zone, and in which eight teams competed, the France Field Pistol Team, composed of Lieuts. Crocker and Williams, Sergeants Sorenson and Lucy, and Private Kerner, drew second place. The scores of the contestants follow.

<u>Team</u>	<u>Score</u>
Cristobal Gun Club	472.6
France Field	468.63
Submarine Base	458.12
Balboa Gun Club	464.2
Balboa Police	463.71
Cristobal Police	459.55
2nd Field Artillery	458.18
Fort Davis	458.12

The individual high scores go to Lieut. Jones, Fort Davis, C.Z., with an average of 98.23; Mr. Girkout, Cristobal Gun Club, with 98.13; and Lieut. Crocker, France Field, with 97.73. The match was considered to be the best ever held on the Isthmus of Panama.

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CHIEF OF STAFF INSPECTS THE BOSTON AIRPORT

General Summerall, Chief of Staff, U.S. Army, recently paid a visit to Boston and with General Preston Brown and Lieut. Donald G. Duke inspected personnel, buildings and equipment. General Summerall was much pleased and somewhat surprised at the amount of work being accomplished at the Airport with such a limited number of men.

According to the News Letter Correspondent, the General was, however, not so elated about the congested condition of the flying area, which is really too small considering the number of ships flying from the Airport. There are between 40 and 50 planes at the field, besides many visiting planes every day. General Summerall stated that great credit is due the Commanding Officer and Army personnel on duty at the Boston Airport, upon whom falls the responsibility for safeguarding the operations of all these airplanes and for the efficiency he noted in the safe flying and few accidents under such conditions in a small and cramped area.

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DEPARTURE OF MAJOR ARNOLD FROM MARSHALL FIELD

A great deal of regret has been expressed at Marshall Field, Fort Riley, Kansas, from all quarters due to the departure of Major E.H. Arnold, who has been in command of the 16th Observation Squadron since April, 1926. Says the News Letter Correspondent - "We believe it is safe to say that Major Arnold has built up the Squadron to such a point that the efficiency is nowhere surpassed, and probably not equalled by any other squadron in the country. We hope, however,

to see the Major often, since he will be stationed at Fort Leavenworth, Kansas, for one year with the General Staff School.

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PURSUITERS IN PHILIPPINES HANDY WITH THE PISTOL

The 3rd Pursuit Squadron, stationed at Clark Field, Camp Stotsenburg, P.I., finished the dismounted pistol course with an excellent record, due largely to the patience of Lieut. Crawford, the instructor. With a total enlisted strength of 117 men, 113 fired the course without interference with other activities. The qualification order shows that 39 made expert, 28 sharpshooter and 37 marksman; total qualifying, 104. "This record," says the News Letter Correspondent, "is typical of the way our men go after everything they do. Since about a year ago when we put manually operated water release valves on our PW's, we have not had a forced landing. Considering the fact that every officer takes the air every morning, except Sunday, this is the kind of a record that gives a pilot confidence in his ship and crew."

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MAPPING OPERATIONS IN THE PHILIPPINES

The 6th Photo Section, Air Corps, completed a large mapping project of the northeastern coast of Luzon during the month of May. Two DH planes and one Martin Bomber took off from Camp Nichols, Rizal, P.I., at 9:00 a.m., May 2nd, and arrived at Aparri at 12:15 p.m. The personnel were as follows: Lieuts. Goddard and Wells, Master Sergeant Kelly, pilots; Technical Sergeant Stockwell and Staff Sergeant Patterson, photographers; Corporal Eudinski and Private Covington, mechanics. Mr. LaVoy, of the Pathe News, accompanied the expedition, and Mr. Yost, of the Bureau of Lands, joined them at Aparri.

Clouds hung over the mountains continually which tended to retard the progress of the work to a considerable extent. Lieuts. Goddard and Wells, flying the photo planes, mapped approximately 3,000 square miles of the northeast coast and vicinity. Mr. LaVoy obtained some valuable air and ground movies.

After returning from a three-hour flight with Master Sergeant Kelly in the Martin Bomber, Mr. Yost stated that he had seen more of this territory than he would see in fifteen years of normal observation.

The expedition returned May 15th, and a good lot of tropical experience was had by all. One of the most difficult operations experienced was taking a shower bath with a tomato can.

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NO PLACE LIKE THE GOOD OLD U.S.A.

The little bit of interesting information comes to us that Mess Sergeant Wirth, Air Corps, a member of the 4th Composite Group Detachment, stationed at Camp Nichols, Philippine Islands, has applied for transfer to the States after fifteen years in the Philippines. Our Correspondent asks - "What is the matter, Sergeant, are you getting homesick?"

Let's see: 15 years ago was back in the good old days. What a flood of pleasant recollections they bring to mind! Traffic cops were practically nonexistent; the workman carried his dinner pail to his place of toil - now he drives his car; Walter Johnson, Tris Speaker and Ty Cobb were in their prime; free lunch counters were liberally patronized; that American institution, the hot dog, only set one back a jitney; staying up until the wee hours of the morning to tune in distance through a lot of static was undreamed of; Lindbergh was probably playing leap frog with his kid playmates on the back lot; it didn't require a year's savings to spend two or three days at an ocean resort - but why go on?

We can imagine the Sergeant exclaiming, upon touching his native soil again, "My! How things have changed! Not being personally acquainted with him, however, we don't know whether some of the words of that once popular song "He walked right in, turned around and walked right out again," would apply in his case.

On the other hand, however, fifteen years from now we may be, if we live that long, look back on the good old days of the present.

PHOTOGRAPHING SOME ROUGH SCENERY IN PHILIPPINES

For the purpose of photographing the rough and unexplored region in the vicinity of Casiguran Bay, Island of Luzon, P.I., three amphibians, with Lieuts. Goddard and Wells, of Camp Nichols, and Lieuts. Watkins, Patrick, Technical Sgt. Lee and Private Nichols, of Kindley Field, took off from Camp Nichols recently. The course was east over the mountains to the coast, thence north along the coast line to the objective, where a landing was made in the Bay. While floating in the Bay, awaiting the arrival of the boat which was to be the headquarters for Lieuts. Goddard and Wells, the party was entertained by the continuous chatter of monkeys from the forest that skirted the shore. Lieut. Goddard did his best to reply in their native language, and it was quite a monkey business.

Lunch was had aboard the boat, and the two planes piloted by Lieuts. Watkins and Patrick returned to Corregidor. Heavy rains around Polillo Island necessitated a change in course involving sixty miles above rough mountainous country. The mountains are precipitous, densely wooded and of about 4,000 feet altitude. Landslides and other evidences of earthquakes were clearly visible.

Lieut. Patrick had the thrill of his life when just over the divide his motor cut out intermittently and continued to grow worse. He landed at Nichols with a sigh of relief to find both heads full of oil and one connection loose. Vince Meloy's description of the same country, from his own prior experience, cannot be printed.

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TWO MORE MEMBERS JOIN THE CATERPILLAR CLUB

Elsewhere in this issue of the News Letter there appears an article on the Caterpillar Club, wherein a tabulation is included of the membership of this organization of airmen who owe their lives to the efficiency of the parachute. Since this article was mimeographed word had come that two more flyers were "let down easy" from plane to ground.

While flying cross-country near San Juan Capistrano, Calif., Flying Cadet William R. Shephard, undergoing training at the Primary Flying School at March Field, Riverside, Calif., encountered dense fog between two high mountain ranges. With no visible way of getting out, he decided to let his DH continue the trip by itself. Stepping over the side of the cockpit, he pulled the rip cord of his chute and made a safe landing from an altitude of 400 feet.

On July 19th Flight Lieut. E. E. Ewen, of the Naval Air Station, Pensacola, Fla., was saved from death by his parachute when he leaped from his Curtiss Hawk plane, after its tail controls had been carried away in a collision with a plane piloted by Lieut. T.J. McQuade, of the U.S. Marine Corps. The planes were flying in formation maneuvers. Lieut. Ewen landed safely a half mile from where his plane crashed in the Frisco Railway yards. Lieut. McQuade's plane was not damaged, and he landed safely at Corry Field.

The score at this writing is 94 life-saving jumps and 89 lives saved, five jumps being repeaters.

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GUNNERY EXPEDITION OF ADVANCED FLYING SCHOOL STUDENTS

Under the command of Major Clarence L. Tinker, Air Corps, 23 permanent officers, 28 student officers and 27 Flying Cadets left Kelly Field recently for the gunnery expedition at Fort Crockett, Galveston, Texas, held every four months.

Although three weeks were the contemplated duration of the expedition, most of the work was accomplished within two weeks, and everyone but the bombardment instructors and student personnel returned to Kelly Field after a stay of 14 days.

On the third day of ground target firing, an enlisted man who was working on a ground target was shot in the leg by Cadet Pirtle. The latter failed to observe that the red flag was up and dived upon the target. He had fired seven shots before he saw that the range was closed for firing. The victim of the accident was shot just above the ankle, the bullet breaking both bones of his leg. He was brought to San Antonio the following day in the airplane ambulance and is now rapidly recovering.

The Pursuit Section of the Gunnery Expedition suffered the loss of two of

their AT-4's when Cadet Brown pulled up from a target and cut the tail off Lt. Tull's plane. Fortunately, both planes were near the ground when the accident occurred. Tull's plane, out of control, turned over on its back and crashed into the ground. Brown's ship fell into the ground on a wing. The wing took the shock and Brown was only slightly injured. Tull, however, was seriously injured, and for some time there was doubt as to his recovery. He is at this time out of danger and will graduate with his class.

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REST ROOM FOR AVIATORS AT THE CARLTON HOTEL

For the convenience of Army and Navy aviation officers visiting Washington, the Carlton Hotel at 16th and K Streets, N.W., has equipped two rooms at the hotel as rest rooms. One of these rooms is to be equipped with chairs, lounges, reading material, weather maps and other aeronautical data. The other room will be equipped as a writing room. The Carlton Hotel has extended an invitation to all visiting Air Corps officers to make this place their headquarters while in Washington. This will make an excellent place for officers, when in town for only a day or two, to meet their friends and transact their business. There will also be bathrooms for the use of officers desiring to change their clothes.

In addition to this, the Carlton Hotel has offered a 25% discount on rooms for officers. Under this arrangement, rooms with bath may be obtained from \$4.25 up.

All Air Corps officers, desiring to take advantage of this opportunity, should present their identification cards. These have been sent out to all Air Corps officers by the Carlton Hotel. In the event that any officer has not received his card, application therefor should be made to Mr. Clem W. Gerson, Manager, Carlton Hotel, 16th and K Streets, N.W., Washington, D.C.

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AIRMEN SWIM THROUGH SHARK-INFESTED WATERS

Lieuts. Watkins and Technical Sergeant James Lee, pilots, with Captain White and Lieut. Park Holland, recently left Kindley Field, Fort Mills, P.I., via amphibians, for Cullion and Mindoro. Dr. Wade, Laboratory Chief of Cullion, and Dr. Victor Heiser, Far Eastern Representative of the Rockefeller Foundation, filled the vacant seats. After a two-hour trip the Island of Cullion came into view.

The Leper Colony being duly inspected and the luncheon provided by Dr. Wade demolished, a fishing trip was planned, but a superabundance of water in the hull of Lieut. Watkins' plane changed the plans. After taking aboard a thirty-pound Tanguini and leaving Dr. Wade at Cullion, the party shoved off for Mindoro. Dodging rainstorms, Lieut. Watkins, with Dr. Heiser and Captain White, made a landing on Sinclair Field at Mindoro. Sergeant Lee and Lieut. Holland were not so lucky, however, for they came to rest as darkness fell, just off St. Augustine Beach, without gas. They claim that swimming 150 yards in the dark through shark-infested waters has a thrill all its own. At 10:00 p.m., clad in BVD's, they joined the rest of the party some miles away for a late dinner. Next day, after some stirring events culminating in the pumping of a ton of water from the anchored ship, a quick return was made to Corregidor.

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TWO NEW AIRPORTS DEDICATED IN CALIFORNIA.

A formation of planes, with Lieuts. Chandler, Pitts, Lawrence and Davies, of March Field, Riverside, Calif., as pilots, flew to Brawley, Calif., recently to participate in the dedication of a new airport at that city. Another formation from March Field, with Captain Davidson and Lieuts. Kincaid, Hornsby and Patrick as pilots, assisted in the opening of the new airport at Bakersfield, Calif.

Captain Quinn and Lieuts. Liggett and Henry were members from March Field who participated in an aerial exhibition at Crissy Field, Presidio of San Francisco, Calif., for the benefit of the Army Relief Association.

RADIO EXPERIMENTS ON AIRSHIPS
By Scott Field Correspondent.

Radio experiments on airships during the past year have met with considerable success. Previous experience with Signal Corps sets demonstrated the feasibility of excellent transmission, but no results were obtained for reception, the principal trouble being interference caused by the motor ignition. During the past year, however, with the cooperation of the local Atwater Kent representatives, the Brown-Hall Supply Company, satisfactory results were obtained in reception aboard airships with an Atwater-Kent, Model 50, shielded seven tube set. The installation in its present form is crude, but it has proven very satisfactory.

Some of the troubles which were encountered in the first experiments were traced out, and it was discovered that by the use of a ten-foot counterpoise and 100 to 125 feet of aerial trailing from opposite sides of the ship and insulated from the ship by means of rubber mats, practically all of the interference from the motor ignition was eliminated.

The airship had been fairly bonded before the experiments were made, and a Navy Type reel with a special bracket to fasten the reels to the side of the ship was used, but interference was picked up through the wood of the ship and the reel and brought into the set. This interference was eliminated by insulating the bracket from the wooden side of the car by a rubber mat. The set and batteries were placed in one container and suspended from the sides of the ship by shock absorbers. Further vibration of the tubes was prevented by the use of caps with kapok pads surrounding each group of tubes. Practically all of the experiments were conducted on the TC type of ship and no attempt was made to transmit from the local station until the principal difficulties of reception were eradicated. With the use of ear phones commercial broadcast was received from Cincinnati, Chicago, Des Moines and other stations of equal distance during afternoon flights. The most distant stations came in very powerfully. Later on communication was established from the ground to the ship with the use of the SCR 134, and perfect reception was experienced. The head phones were placed on the altitude pilot's head and the ship controlled without a single failure and with no repetition of orders from the radio laboratory on the field.

The set was also used on the semi-rigid airship, RS-1, with a loud speaker and operated in conjunction with an SCR-134. Communication was established and conducted for three or four hours on one flight and no trouble was experienced by members of the crew in the control cabin in hearing every word broadcasted from the station. The reception at the station was very satisfactory also.

Further experiments are contemplated along these lines and refinement of the installation will be effected principally to cut down the weight involved. Experiments to be conducted in the future will determine the practicability of the set for use in tactical work.

It is also proposed to experiment with the standard Signal Corps sets and apply the results of our experiments with the Atwater Kent sets with the hope of eradicating some of the present difficulties now experienced in the use of standard Signal Corps equipment.

The conclusions reached at present indicate that a shielded set is most desirable and that the use of counterpoise, rather than a ground which has been used previously will give more satisfactory results.

The hearty and willing cooperation of the Atwater Kent representatives and engineers have contributed largely to the success of the experiments.

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FORD RELIABILITY TOURISTS VISIT SAN ANTONIO

Saturday afternoon, July 7th, marked the arrival at Winburn Field, the municipal airport of San Antonio, of the contestants in the National Air Tour (the Ford Reliability Tour). Saturday and Sunday were gala days for aviation in San Antonio, the populace turning out in crowds to give these redoubtable flyers an enthusiastic and demonstrative welcome during their stop at the Alamo City. The San Antonio Air Depot is glad to have been of such assistance as was possible for it to extend in connection with this event. Among other officers representing the military, on the official Reception Committee which greeted the Tour, was the Commanding Officer at the Depot, Lieutenant-Colonel Mars. On the fore-

noon of Saturday, the 7th, Lieut. Frank B. Tyndall, A.C., of Langley Field, participating in the Tour in an Army Fokker Tri-motored Monoplane, notified the San Antonio Depot by wire of his requirement of several items of equipment and repair for his plane. As he arrived late Saturday afternoon, this necessitated rapid action and special overtime effort on the part of the Depot (being a civilian Post). On Sunday morning, a special force of Depot personnel swung into the job and completed it, so that on Monday morning, the 9th, Lieut. Tyndall was enabled to continue on the Tour in due time.

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AIR CORPS TECHNICAL CONSTRUCTION AND HOUSING

A total sum of \$4,144,000 is at present available, \$1,300,000 from Fiscal Year 1928 appropriations and \$2,844,000 from Fiscal Year 1929 appropriations for the construction of barracks and quarters, warehouses, hangars, shops, etc., at seven Air Corps fields. The allotment of funds for construction work at March Field, Riverside, Calif., exceeds that of any for the other fields. Contracts have already been placed for the construction at this field of 7 hangars, warehouses and shop buildings; two double barracks for 600 men each; four sets of field officers' quarters; thirty-two company officers' quarters and thirty-six garages. Bids on the remaining officers' quarters will be advertised at a later date. The construction at March Field will be of stucco and tile type of architecture so popular and satisfactory in that part of the country. The work is to be undertaken in the early part of July and will be completed during the Fiscal Year 1929.

Although funds are available to undertake the construction work at Bolling field, D.C., no work will be started pending the acquisition of a new site.

The construction work contemplated for Rockwell Field, Coronado, Calif., will conform in general with the type of permanent construction now existing at that post.

The construction scheduled at Selfridge Field, Mt. Clemens, Mich., and Mitchel Field, Long Island, New York, will follow in general the type of permanent construction completed or in process of completion at these places.

Items making up the total sum of \$4,144,000, referred to above, are listed below, as follows:

March Field, Calif:

2 Barracks of 300 men each	\$550,000
60 sets officers' quarters	750,000
Photographic laboratory	36,000

Bolling Field, D.C.:

1 Barracks for 300 men	240,000
Supply Warehouse	38,000
Administration Building	42,000

Albrook Field, Panama:

Barracks for 650 men	560,000
26 Sets Officers' Quarters	400,000
17 sets married noncommissioned officers' quarters	126,000

Maxwell Field, Alabama:

3 sets Officers' Quarters	40,000
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Rockwell Field, Calif:

Barracks for 300 men	240,000
13 sets Married N.C.O. quarters	78,000
16 sets Officers' Quarters	200,000

Selfridge Field, Mich.:

5 sets Officers Quarters	72,000
Hospital	100,000
6 Hangars	237,000
1 field shop	81,000
1 Headquarters Building	20,000
1 Operations Building	20,000
1 Radio Building	10,000
1 Parachute Building	10,000

Mitchel Field, L.I.:

2 Hangars	79,000
1 Field Shop	81,000
1 Field Warehouse	38,000
Headquarters Building	20,000
Operations Building	20,000
Radio Building	10,000
Parachute Building	10,000
Photo Laboratory	36,000

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PARACHUTE JUMPING AT MARCH FIELD

Six live parachute jumps were made recently by the members of the Parachute Department at March Field, Riverside, Calif. Dropping over the side of FT-3 planes from an altitude of 2,000 feet, all men made safe landings on the flying field. Those who participated in the jumps were: Sergeant G.W. Wehling, Corp. B. Wetzorke, Privates Boots, Graham, Hansen and Lantz.

DEVELOPMENT OF SAFETY DEVICES FOR FLYING

Six radio beacons are soon to be installed at as many Army Air Corps Fields, as aids to pilots who fly in fog or thick weather, according to Assistant Secretary of War, F. Trubee Davison, who has just returned to Washington following an inspection trip which included the Army Air Corps laboratories at Dayton.

"Within the next few months we hope to have installed and in use no less than six radio beacon stations in this country besides one in Panama and one in Hawaii", said Mr. Davison. "These beacons will be at San Francisco, California; San Antonio, Texas; Uniontown, Pennsylvania; Dayton, Ohio; Mitchel Field, Long Island; and Washington, D.C. Six beacons will provide several combinations of airways that will be undisturbed by clouds and proof against fog. The beam of the radio beacon can, like a searchlight, be thrown in any direction and can be made in lengths that vary from less than 100 to nearly 2,000 miles.

"The radio beacon sends three signals which run parallel to each other like fingers extended from a hand. When the pilot is on his exact course he hears the letter 'T'. If he swings to the right or left, it changes to 'N' or 'A'. In other words, if the weather is such that he cannot see, the pilot flies by ear. Any plane equipped with a radio set can hear these signals. The pilot need not even be an expert because the code, once heard, is easily remembered. On my visit to Dayton, I flew on the radio beacon and the steady 'T' buzz-z was easily recognized from the two other signals.

"Army Air Corps engineers are doing all they can to lessen the handicaps of pilots who fly in bad weather. Two important experiments in that connection are the new landing altimeter and a system of leader cables. The new altimeter differs from the old time instrument in that it gives the exact distance between plane and ground objects. The value of this new height recording device becomes apparent when one considers the fix in which pilots have often found themselves when flying or in trying to land in fog or at night. It must be remembered that the old time altimeter works by atmospheric pressure. Its zero is a sea level but a pilot who flies 1,000 feet above that level may actually have only 50 feet clearance between himself and tree tops in high and rolling country. The value of the capacity altimeter is that it tells the pilot exactly how far he is above ground objects. Lift one of these new instruments above a desk and it records exactly the height at which it is held suspended. This instrument is still highly experimental but I believe that it points in the right direction toward defeating fog -- the arch enemy of aviation.

"Experiments are also being conducted with the 'leader' cable, a device designed to reduce dangers in bad weather landings. It has been used in Europe and it is now being tested by Army Air Corps engineers. The leader cable is a series of wires that radiate from the center of the airport like spokes from a wheel. Each cable or spoke sends, at various intervals, signals informing the pilot who is about to make a landing, how to govern his descent and even tells him when to put his wheels on the ground."

Mr. Davison expressed himself as thoroughly satisfied with the results of his inspection trip, which covered several middle and northwestern states and included visits to a number of Regular Army Air Corps stations, as well as fields used by National Guard and Army Air Corps Reserve aviators.

"The new planes used by National Guard and Reserve pilots", he continued, "in place of the antiquated and dangerous 'Jennies'-- all of which were eliminated last year -- are proving highly satisfactory and have done much toward increasing the morale among the members of these highly important units of our air defenses. Another feature that impressed me deeply is the progress made toward improving housing conditions for Army Air Corps pilots and enlisted personnel. Old quarters that were hardly fit to be occupied by human beings are giving way to modern and comfortable buildings, although there is still a long way to go."

As a result of his trip, which was made by air and which covered more than 4,000 miles, Mr. Davison plans to have all Army pilots participate in a nationwide drive to urge localities to mark the roofs of buildings so that they may be identified from the air.

"Splendid airports are being built throughout the country", Mr. Davison observed, "and municipalities are doing all they can to encourage aviation, but the one respect in which they are falling behind is in markings, by means of which a pilot may know exactly where he is. I intend to ask all Army flyers,

Regular as well as National Guard and Reserve, to aid the Department of Commerce in its efforts to make flying easier for pilots by means of city markings. It is highly important that this be done."

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ARMY PILOT HAS STRENUOUS FLIGHT THROUGH STORM

Lieut. George R. Geer, stationed at Langley Field, Va., recently landed at Marshall Field, Fort Riley, Kansas, after battling several storms en route. Towards the end of his flight and when only a few miles out from Manhattan, Kansas, he was caught in the midst of the most severe storm of his experience. The visibility was very poor, and he was compelled to fly only about 200 feet above the trees. At one time a downward current caught the ship and sent it right into the tree tops. Lieut. Geer gave the engine full throttle and pointed the nose of the plane upward, but without effect. He finally headed directly into the wind and landed without rolling a foot. He then opened the throttle wide and taxied up to a row of trees, where the ship was sheltered from the wind, and telephoned to Marshall Field for help to keep the ship from blowing over.

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AVIATION INFORMATION BUREAU AT LITTLE ROCK, ARK.

The Little Rock Chamber of Commerce recently instituted and placed in operation an Aviation Information Bureau. The service which this bureau hopes to render is not restricted to Little Rock, but is intended to cover the entire State, and it is hoped to make it a clearing house of information where pilots, owners of planes and individuals and communities interested in the development of airports can secure definite information.

A questionnaire was sent out to various cities in Arkansas asking for information with reference to their present facilities and contemplated developments, especially with reference to airports. In connection with the operation of the Information Bureau, an Advisory Committee is being organized, comprised largely of experienced pilots and expert operators, who will lend their services gratis to any city or community contemplating the construction of an airport.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 2nd Lieut. Richard E. Cobb from Boston Airport, Boston, Mass., to Selfridge Field, Mich.

1st Lieut. Charles McK. Robinson, March Field, Cal., to Fort Benning, Ga., not later than Sept. 14th for duty as student, Advanced Officers' course, Infantry School.

1st Lieut. Wm. L. Scott, Jr., from Walter Reed General Hospital, Washington, to Fitzsimmons General Hospital, Denver, Colo., for observation and treatment.

Capt. Floyd E. Galloway, Selfridge Field, Mich., to Washington, D.C., for duty in Office of Assistant Secretary of War.

1st Lieut. Lawrence J. Carr to Selfridge Field, Mich., upon completion of tour in the Philippines.

1st Lieut. Edwin R. Page from Walter Reed General Hospital to his station at Wright Field, Dayton, Ohio.

Capt. Neal Creighton from Walter Reed General Hospital to his station at Scott Field, Ill.

2nd Lieut. Rowland Kieburz, Scott Field, Ill., to Army and Navy General Hospital, Hot Springs, Ark., for observation and treatment.

Promotions: 1st Lieut. Philip Schneeberger to Captain, with rank from June 27, 1928.

1st Lieut. Karl S. Axtater to Captain, with rank from July 13, 1928.

Resignation: Capt. Robert Gilpin Ervin, effective August 5, 1928.

Detailled to the Air Corps and to Brooks Field, Nov. 1st for training:

2nd Lieut. John M. Reynolds, Infantry.

2nd Lieut. James P. Hill, Infantry.

Reserve Officers to active duty to June 30, 1929:

1st Lieut. Alfred Eli Pratt, San Antonio, to Fort Sam Houston, Texas.

1st Lieut. Grant Cecil Melvin, Columbus, Ohio, to Mitchel Field, N.Y.

2nd Lieut. Joel George Pitts, Oklahoma City, Okla., to Post Field, Okla.
2nd Lieut. Hansford W. Pennington's Tour of duty at Fort Crockett extended.
Relieved from detail to Air Corps:
2nd Lieut. Theodore Kalakuka assigned to Fort Brown, Texas, with 12th Cav.

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CHANUTE FIELD MAY BE AIR MAIL TERMINAL

Hopes are expressed by residents of Rantoul, Ill., and vicinity that Chanute Field may become an air mail terminal in the near future, because of the advantages of the new night lighting system being installed there at a cost of \$13,500. Chanute Field is not now on any of the present air mail routes, but rumors from the Department of Commerce infer that night lighting is becoming so necessary that routes may be shifted to include those facilities in some places, and that night lighting will be installed in others.

More and more commercial planes are landing at the field from week to week, the most regular visitors being the Stinson-Detroiter cabin monoplanes of the Mid-South Air Lines. Planes belonging to this company ply their passenger and commercial trade between Memphis, Tenn., and other points in the South, and Chicago, and not a week passes but that two or more of the ships land at Chanute.

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SECRETARY DAVISON PAYS BRIEF VISIT TO CHANUTE FIELD.

The Hon. F. Trubee Davison, Assistant Secretary of War, recently paid a brief visit to Chanute Field, Rantoul, Ill., landing at 11:00 o'clock and departing at 12:30 for Selfridge Field, Mich. Mr. Davison was returning to Washington from his annual inspection tour of the airports and encampments in the Middle West.

The pilot of the Secretary's plane, a tri-motored Fokker cabin monoplane, was Capt. Ira C. Eaker. A mechanic was the only other occupant of the plane. During the brief stop at Chanute Field the plane was refueled and minor repairs were made to an instrument. The Secretary lunched with Lieut.-Col. Seth W. Cook, Commanding Officer of Chanute Field, and Major W.C. McChord, Executive Officer and former Commanding Officer.

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R.O.T.C. STUDENTS IN TRAINING AT CRISSY FIELD

Since the middle of June, 38 R.O.T.C. students have been undergoing training at Crissy Field, Presidio of San Francisco, Cal. Five planes were used on Monday, Tuesday, Thursday and Friday of each week for aerial instruction of these students. Half days are devoted to aerial work and the balance of the day is used for ground instruction.

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NEW HANGAR FOR NATIONAL GUARD AIRMEN OF CLEVELAND

Seven Army airmen recently swooped down on the new National Guard Hangar at the Cleveland, Ohio, Airport and began a series of acrobatics and aerial work never before witnessed over a field in that locality. Ten thousand people watched this Selfridge Field Pursuit Squad on put on their show, which marked the dedication of the new hangar of the 112th Obs. Squadron, 37th Division, State of Ohio.

Visiting pilots from Wright Field, Chanute Field, the Michigan, Indiana and Illinois State Squadrons also participated in the show, and all seven ships of the 112th were kept busy taking visitors up for rides.

The new hangar is of brick and steel construction, 70 x 120 feet. Storage space is available for 12 planes, and large space is allotted for a parts department, repair, supply, etc. A two story building adjoins the hangar to the north and houses the administrative offices, work rooms, radio room, engineering room, heating plant and officers' and enlisted men's lockers and showers. In the rear of the hangar is a building 45 x 100 ft., erected with funds subscribed by the Chamber of Commerce and contributing members, which contains the photographic unit and Medical detachment.

One hundred acres on the southern edge of the municipal field donated by the City of Cleveland, is being improved and rolled for exclusive use of the 112th Squadron and visiting pilots.

from
NATIONAL GUARD
NEWS LETTER

IF SOMEONE
HADN'T INVENTED GUNPOWDER



ACCOMMODATIONS FOR OFFICERS AT SANTA MONICA, CALIF.

Officers visiting Santa Monica, California, will be interested in learning that the new Hotel Carmel, recently opened in that city, will grant all U.S. officers a special discount on rooms.

NOTES FROM AIR CORPS FIELDS

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Langley Field, Va., July 11th.

49th Bombardment Squadron. Seven NBS-1 airplanes from this squadron left on June 13th for Kelly Field, Texas, via Pope Field, Augusta, Ga., Maxwell Field, Monroe, La., and Dallas, Texas. Three other NBS-1 airplanes from the 96th Bombardment Squadron also participated in the flight. The ten airplanes landed at Kelly Field on June 18th. The airplanes were permanently transferred to Kelly Field.

On June 13th three LB-5 and two LB-5-A airplanes were transferred to this squadron. One NBS-1 airplane, which was awaiting transfer to Middletown Air Depot for major overhaul, was transferred to that station on June 20th.

While training West Point Cadets, an LB-5-A airplane, piloted by 2nd Lieut. H.A. Wheaton, A.C., lost the left hand rudder and vertical stabilizer while in the air. The altitude at which the airplane was flying at the time was sufficient to permit a glide to the airdrome where a landing was made. The rudder was picked up by fishermen and returned to the squadron on the same date.

The squadron flying time for the month of June was 79 hours.

The following Air Corps Reserve officers were relieved from duty with this squadron on June 30th, on which date they reverted to inactive status:

Capt. C.R. Blake; 1st Lieuts. E.H. Bassett, E.H. Holterman; 2nd Lieuts. F.G. Richardson and D.H. Stuart.

2nd Lieut. H.A. Wheaton, A.C., was assigned to duty with this squadron on June 20th.

96th Bombardment Squadron. The 96th Bombardment Squadron has been on the Pistol Range for the past week. The highest score, 93.6, was made by Sergeant Kirkpatrick.

2nd Lieut. O.P. Hebert, A.C., pilot, and Cpl. Glass, mechanic, made a navigation and training flight to Miller Field, N.Y., on July 3rd and returned on the 6th.

19th Airship Company. On July 2nd, Colonel C.G. Hall, of the Army War College, and Major J.D. Reardan, of the Chief's Office, made two training flights in the TC-10-254.

Orders were received from the Chief's Office attaching 1st Lieut. R.P. Williams to this organization for flying duty only. He is at present on temporary duty at the U.S. Naval Academy, where he is taking the course in Aerology. Lieut. Williams made three training flights with us on July 2nd and 3rd.

On July 3rd, the TC-5-251 made a demonstration flight over the Nansemond River and Chuckatuck Creek Bridges as part of the program, celebrating the opening of the Bridges.

Two special observation flights were made on July 5th, for the Post Flight Surgeons, Major B.B. Warriner, Capt. I.F. Peak and Capt. H.S. Steenburg.

On the 27th a special observation and coast patrol flight over Fort Monroe, Fort Eustis and the Coast Line of the Peninsula was made for Major Stratemeyer, Air Corps, who was in charge of the West Point Cadets at Langley Field.

Our Baseball Team continues on in its winning way, defeating two old rivals last week in the Hampton A's and the Yorktown Marines. The Marines defeated the strong Apprentice Team the previous day by the score of 5 to 1. This gives us the series with the Marines two games to one. A game was played with the Langley Post Team Monday, but the 19th didn't seem to have the dash and pep that characterized their play throughout the season and they lost out in the final inning. The score was 6 to 3.

Marshall Field, Fort Riley, Kansas.

Things are beginning to look even more lively for Marshall Field with the two classes of Air Corps Reserve Officers who will get their summer training at this station. We are all set for the classes, however, and we feel that the Reserve Officers will be well taken care of, and will get quite a bit of flying as well as other training that will make them more efficient officers.

Seven officers reported to this station for one year's tour of active duty, viz:

1st Lt. Melville C. Robinson, Mt. Clemens, Mich.
1st Lt. Guy F. Hix, Dayton, Ohio.
2nd Lt. Wm. Erickson, Omaha, Nebr.
2nd Lt. D.E. Broughton, Venango, Nebr.
2nd Lt. Robert E.L. Pirtle, Council Grove, Kansas.
2nd Lt. R.R. Walker, New Kirk, Okla.
2nd Lt. Ralph O. Brownfield, Winfield, Kansas.

The four last named officers have just been graduated from the Advanced Flying School at Kelly Field, Texas.

The pilots who are on detached service at Superior, Wisconsin, are going through all kinds of weather, and have had comparatively little trouble so far. Lt. Coppin hit a tree while flying in a fog and, although the ship was damaged considerably, he landed without injury to himself.

The officers who are now on the detail at Superior, Wis., are:
Lt. Scow (in charge), Lieuts. Coppin, Atkinson, Brown and Rice.

Lt. Erickson left Marshall Field for Superior, Wis., to relieve Lt. Rice, who will return to duty at this station.

The ferrying of PT ships for the summer training camps has been going on this week. Some were brought from Ft. Leavenworth and some from Kansas City.

The credit for the efficiency of our organization does not belong to the officers and pilots altogether by any means. The great amount of work that has been necessary to get the ships in shape for the summer training period has kept the mechanics working early and late with little time off, and they have come through with all the ships in shape.

The enlisted men gave a dinner in honor of Major and Mrs. Arnold, who are leaving the post, on July 4th, at which all officers and their wives were present. It was a very fine dinner and one which does credit to Sgt. Herbert T. Smith, the Mess Sgt. A farewell speech was given by Major Arnold in which he commended the men in the organization for their untiring efforts during his stay at Marshall Field.

Maxwell Field, Montgomery, Ala., July 10th.

During the past 30 days this post has had a considerable number of visiting planes from all points in the United States. On June 15th eight Martin Bombers came in from Langley Field, Va., en route to the Pacific Coast, carrying 14 officers and 10 enlisted men.

Many cross-country trips were made during June and the early part of July to Pensacola, Fla., Atlanta, Ga., New Orleans, La., Birmingham, Ala. and various other points.

The following officers, who have been stationed at Maxwell Field for one year's active duty, successfully passed the examination for commission in the Regular Army:

Lt. Donald D. Arnold	Lt. Frederick W. Ott
Lt. Robt. C. Ashley	Lt. Louie P. Turner.

All of these officers will remain at Maxwell Field, with the exception of Lt. Ott, who was transferred to Rockwell Field, San Diego, Cal.

On the last of June, 21 men and two officers, composing part of the Detachment from the 22nd Observation Squadron on duty at Fort Bragg, were transferred to Maxwell Field.

On July 1st, six new Reserve officers reported for an extended tour of active duty for one year. Twelve Reserve officers also reported for two weeks' summer training. Everyone has been busy getting in their new quarters and renewing old acquaintances made during the World War.

Major Weaver and Mrs. Weaver entertained at tea Sunday afternoon, July 8th, for all officers and their wives, complimenting the new officers and also the Reserve officers here for summer training.

Boston Airport, East Boston, Mass., July 7th.

In spite of adverse weather conditions, this station had 178 pilot hours during the month of June. This includes four Regular Army, four Reserve officers on active duty for 14 day periods and 13 Reserve pilots on inactive duty status flying from here.

The Reserves on active duty were checked out on VE-9 and DH planes and were very much enthused over being given the opportunity of flying other than PTs. Flying, of course, was not their sole function while on active duty. They were instructed in Supply, Maintenance, Engineering and Office work, so after 14 days any of them would be capable of making out requisitions for property and Morning Reports, change spark plugs on Airplane Engines and fly a service type plane (either good or worse). Routing work for Reserves was performed during the mornings, while the afternoons, weather permitting, were devoted to flying training.

The following Reserve officers were on active duty at the Airport:

- 1st Lieut. John A. Langley, Pilot, fr. June 3 to June 16,
- 1st Lieut. Ray C. Van Arsdale, Pilot, fr. June 3 to June 16,
- 2nd Lieut. Horace H. White, Pilot, fr. June 17 to June 30,
- 2nd Lieut. Charles M. Porter, Pilot, fr. June 17 to June 30.

In our last contribution to the News Letter it is believed your correspondent mentioned about the grand opening of the Lowell, Mass. Airport. At any rate, it was considered quite successful, tho the weather was anything but good. Several Army and Navy planes were held up at Boston for 3 and 4 days awaiting favorable flying conditions.

The anticipated opening of Lucerne, Maine, Airport on June 28th was postponed due to wet grounds, and we don't know when they will open it.

Preparations were made to entertain Miss Amelia Earhart and her crew, it being anticipated that the reception accorded them would equal, if not surpass, that given Col. Lindbergh when he first visited Boston. This being Miss Earhart's home, efforts were bent to stage a regular TEA PARTY in her honor. The people of Boston and surrounding towns have organized what is known as the Earhart Foundation and are planning to erect a memorial in honor of Miss Earhart for being the first woman to fly across the Atlantic. On June 30th three members of the Earhart Foundation were flown to Rye Beach to spread a little propaganda to Governor Fuller, who is honorary chairman of the project. They played and circled over his summer home and dropped a message of greeting to him.

The Earhart project is to be a control tower 80 feet high, and will be octagonal in shape. It will serve as a beacon for aviators who will be able to see it for many miles. Sounds good, but will it materialize? On the other hand, why not use the money, if any will be spent, to move hangars and buildings away from the center of the flying field to give us more room for flying and breathing space?

The enlisted personnel was increased by two men, which now gives us 13 men on duty here. Two men make a great deal of difference in a small detachment. Sergeant Viscik and Private Russell, from Mitchel Field, reported for duty, replacing Sergeant Keogh, who went back to Mitchel, and Private Zuccherro, who was discharged in May. Private, 1st Class, Campbell was promoted to the grade of Corporal on June 24th.

France Field, Panama Canal Zone, June 28th.

7th Observation Squadron, A.C. Although greatly handicapped by a lack of airplanes, the Seventh Observation Squadron managed to maintain its training schedule and perform all missions assigned to it. A grand total of four Amphibians and one DH constitute the effective and total offensive (or defensive) strength of the organization.

Commanding Officers seem to shift with a kaleidoscopic regularity in the organization, Lieut. McHugo, who commanded in the absence of Captain Skemp, turned over his badge of office to Lieut. Stewart and shook the dust of Panama from his coat tails forever. His loss is a great one and "Mac's" familiar face, as he tinkered with the spark plugs of his faithful Essex, (model 1910) will be greatly missed. The whole outfit wishes him good luck at Langley Field.

24th Pursuit Squadron. This organization has started its aerial gunnery and bombing, and prospects look very bright. The scores this early in the season are equally as good as those of the middle of last season. Six officers of the squadron completed the prescribed pistol course for this year:- five of them making "Expert" and one just a fraction below.

25th Bombardment Squadron, A.C. The 25th Squadron reports one cross-country flight of two NBS-1 planes to David, R. de P., Captain Carl W. Connell and Lieut. R.B. Davidson, pilots; Captains Greer and Logan, of Fort Davis, as

passengers. No remarks. ('Twould seem the dampness has depressed their spirits as well as their activities.)

The France Field Basketball Squad is being whipped into shape under the expert guidance of Lieut. Propst, and shows some very promising material. The first game of the season, with Fort Randolph, resulted in a 44 to 21 score in favor of the France Field team.

San Antonio Air Depot, Duncan Field, Texas, July 3rd.

Capt. O. P. Echols, of the Office of the Chief of the Air Corps, en route ferrying an O2-H from the Douglas Factory at Santa Monica, Cal., to the Texas National Guard, Houston, Texas, was a visitor at this Depot from June 22nd to the 29th, while necessary repairs were made to his plane.

Lieut. Ralph E. Fisher, of March Field, Cal., visited us on June 25th and 26th for the purpose of obtaining and ferrying back a DH-4M-2 to his home station.

Capt. Walter J. Reed, of the Office of the Chief of the Air Corps, called at this Depot on June 30th for a conference with the Commanding Officer in regard to plans for proposed permanent construction at this station.

Lieut. Leland R. Hewitt, Air Corps Instructor with the Arkansas National Guard, arrived here July 1st from Little Rock, to ferry back a plane for the Arkansas National Guard Air Corps.

Lieut. Arthur W. Vanaman, Chief Engineer Officer of the Depot, left here July 2d on a three months' leave of absence, to visit in the East.

Lieut. James E. Duke, Jr., rejoined this Depot June 20th, having ferried an AT-4 from the Fairfield Air Depot to Kelly Field.

Camp Nichols, Rizal, P.I., June 7th.

Flight "B", 2d Observation Squadron. Two new Amphibians were received in this department the early part of the month.

Lieut. Donald Goodrich left for China with all his "war togs" to visit the battle front and other places of interest in that section of the Orient. He will give a complete report of his trip in our next News Letter.

Sgt. George Dooley, during the month, has become the proud wearer of the loop under his chevrons and Pvt. King, our combination Company Sergeant Major and Supply Sergeant, has taken three stripes for sleeve ornaments. The Post Surgeon states that both will pull thru with proper attention.

Headquarters, 4th Composite Group: 1st Lieut. Alfred Lindeburg, A.C., is now in command of the detachment, having relieved Lieut. Goodrich, who has gone to China on leave.

The Camp Nichols Tennis Team, under the management of Pvt. Carr, played Corregidor on the 5th and 6th and Clark Field on the 19th and 20th. They split the doubles and won all singles in both games. The next tournament is with Corregidor on June 3d and 4th. The Manager is trying to get in the Department Meet and, if he succeeds, they hope to make a good showing.

Pvt. Kerr, our very efficient bookkeeper at the Post Exchange, having been promoted to sixth class specialist, has now applied for a commission in the Army Reserve. Some people are never satisfied.

Tech. Sgt. Hopper and Staff Sgt. Hewitt have taken examinations for promotions. Here's hoping they make the grade.

66th Service Squadron. Capt. Lawrence P. Hickey, A.C., was transferred to the 3d Pursuit Squadron, Clark Field, on May 10th.

Lieut. Donald L. Bruner, A.C., who has been sick, returned for duty on May 1st.

The Baguio season is now over and all the men who were on detached service there have returned for duty. They tell of some wonderful happenings in and around Baguio, especially of Sgt. Littlejohn, who took up golfing while there.

The Squadron received 17 new men on the last transport and they have been placed on special duty with the E & R Department. The new E & R building, when completed, will be one of the best in the Philippine Islands. All you men who soldiered at Nichols and who 'wouldn't become "sunshiners" better make another trip out and see all the improvements that have taken place at Camp Nichols.

28th Bombardment Squadron. The Squadron received an addition to their ranks in the person of Pvt. Blair, recently transferred from Clark Field.

Lieut. Corley P. McDermont returned to duty from detached service at Baguio and was appointed Squadron Supply Officer.

Pvt. Null was appointed Mess Sergeant, and Pvt. McCartney claims the chow is the best he has had since enlisting in the Army. Mac should know, as he is the first one in the Mess Hall and the last out.

Staff Sgts. Butler, Johnson, MacDermott and Schmolka took the examination for Technical Sergeant, and Tech. Sgt. Hartley for Master Sergeant.

There have been quite a few changes around the squadron, the most important one being the renovation and repainting of the Mess Hall.

The 28th Squadron Basketball Team organized an Athletic Club and the following officers were elected: Sgt. Parker, President; Pvt. Sarver, Vice President; Cpl. Kramer, Secretary; and Pvt. Way, Treasurer. Lieut. Woodruff and 1st Sgt. Hamer were elected Honorary Members.

Clark Field, Camp Stotsenburg, P.I., June 7th.

Major L.A. Walton, who has been in command since October 1926, was transferred to Camp Nichols for the remainder of his tour. Capt. L.P. Hickey has taken command until the arrival of Major Ralph Cousins on the July transport. Major Walton, Lieuts. Heffley, Bobzien and Crawford leave on the next transport. Lieut. Wolf will be the only "sunshiner". We all have a peculiar mixture of feelings about leaving this post -- we hate to leave and yet we are wild to get back to the States.

There was only one subject of conversation during the last week of May -- the Furlow Bill. Speaking of these so-called promotion bills, it is a good thing that "Hope springs eternal", otherwise, most of the old pilots would be forming a line in front of Henry Ford's office.

Organization Day was celebrated on May 14th. Every officer, every man, every lady and every child on the Post were present at an elaborate "Dutch lunch" served in the Mess Hall. Colonel Daniel Hand, at that time commanding the post in the absence of General Holbrook, was the guest of honor.

Kindley Field, Fort Mills, P.I., June 7th.

Lieut. J.P. Hodges is preparing to clear the post for his return to the United States on the next transport. Lieut. Holland has temporarily taken over the duties as Station Supply Officer.

Another planned departure is that of Capt. Lyle C. White, M.C., who leaves soon for a visit to the States. He expects to join us again, however.

During May, the usual summer resort invitations were extended, and, as a result, week end guests invaded the quarters of all officers here. Among them were Lieut. and Mrs. Carr and Lieut. and Mrs. Bobzien of Clark Field; Lieut. and Mrs. Thomas and Lieut. and Mrs. Perrin of Camp Nichols, and Mr. Wills of Manila.

Our Basketball Team looks good and we expect a very successful season. The Bowling Team will soon get started and we hope they will give us another cup to add to our collection. Our success in athletics, so far, is largely due to the encouragement and assistance given by our Commanding Officer, Lieut. Meloy.

San Antonio Air Depot, Duncan Field, Texas, July 14th.

2nd Lieuts. Charles C. Scott and Harry L. Smith, pilots, of the 36th Division Air Service (Texas National Guard), arrived here on July 9th to ferry back two PT-1s to the National Guard encampment at Camp Palacios, Texas. They left here in these planes on the 10th. Lieut. Smith also returned on the 11th to ferry back an O-17 to the Camp.

Warrant Officer Charles Chester, Cost Officer of the Depot, is taking advantage of a three months' leave of absence, departing on July 5th for an extended visit in Southern California.

The following airplanes and engines were overhauled and repaired by the Engineering Department of the San Antonio Air Depot during June:-- Airplanes -- 4 DH-4M-1, 2 DH-4M-2, 1 DH-4M-2P, 5 DH-4M-2T, 3 PT-1, 1 O1, 3 O2, 1 O2-C, 1 O2-H, 1 C-1-C, 1 NBS-1, 1 A-3, Total, 24: Engines:-- 41 Liberty, 29 Wright E, Total, 70.

March Field, Riverside, Cal., July 10th.

Major Harold A. Strauss and Captain Arthur B. McDaniels were recent visitors to the Field, flying here from the Air Corps Training Center in a Curtiss O-1. The object of their visit was the coordination of the training of the two primary schools.

Lieuts. B. J. (Barney) Tooher and N.F. Twining returned to duty after a month's leave of absence. During the period of their leaves, Lieuts. Tooher and Twining participated in the yacht races to Hawaii.

First Sergeant William Enright, 47th School Squadron, was retired during the past month after the completion of thirty years service. He left for his home in Syracuse, N.Y., following his retirement.

The completion of the annual pistol qualification course by the squadrons showed gratifying results. A total of 138 men qualified as pistol experts; 110 as sharpshooters and 217 as marksmen.

Kelly Field, San Antonio, Texas, July 2nd.

43d Squadron. 1st Sgt. L.O. Funk will take on his last 'hitch' July 5th. Sgt. Funk retires in about a year and a half. He says that he is going back to the Philippine Islands after retirement, to live in the land of tin roofs and dove dreams.

Sgt. Wm. T. McFadden sails for Panama about July 3d, as replacement for Sgt. Dale M. Thomas.

Mr. Sgt. Robert R. Aurand also sails for Panama about August 9th.

Crissy Field, Presidio of San Francisco, Cal., July 9th.

Cooperation with Battery "A", 63d C.A.(A.A.) at Palo Alto, Cal., was continued from previous month up to June 5th. Sound locating and tracking missions were flown during the forenoon and searchlight drill missions at night.

Two O-2 planes, equipped with two-way radio, with Lt. Smith as pilot and Lt. Farran as observer, and Lt. Goss as pilot and Lt. Marriner as observer, cooperated with the 6th C.A.(HD) during the annual battle practice of the San Francisco harbor defenses. The work consisted of spotting for 12" mortars, 12" rifles, 6" rifles and 155 mm G.P.F. guns firing from batteries located at Fort Barry at targets towed by SS "Barrett" and by SS "Armistead".

Lieut. Barber and Staff Sgt. Bush of the 15th Photo Section left station June 7th for Forts Lewis and Lawton, Wash., in connection with photographic work at those places. On account of unfavorable weather conditions the work could not be carried out as originally contemplated as far as Fort Lewis was concerned, but photographs of Fort Lawton were taken as directed by the Commanding General Ninth Corps Area.

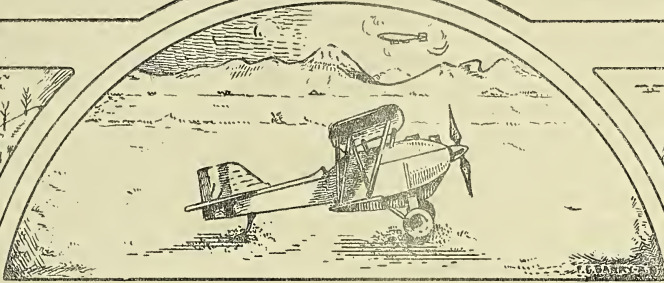
Major Claggett, Air Officer, 9th Corps Area, left station June 11th in a Douglas transport, accompanied by Capt. French, Signal Corps, and Mr. Sgt. Kolinski, Air Corps, on a tour of inspection of Signal Corps equipment at Clover Field, Griffith Park, Ross Field, March Field and Rockwell Field, Cal. He also went to Yuma, Arizona, in connection with the installation of a meteorological and radio station.

Lieut. Barber left station June 18th with Col. White of the Forest Reserve for an Aerial Survey of the Lone Pine District, California.

Lieut. Goss, pilot, with Lt. Marriner as observer left station on June 25th for Rockwell Field, Cal. for the purpose of cooperating with the Navy in Problem I and II of the Army and Navy Air Cooperation missions ordered by the War Department to be held on June 26th.

One O2-A, 1 DH-4 and 1 OAl-C were received during the month as replacement for those of a similar type that were unserviceable.

Lieut. Farran and Dr. C.G. Rossby, of the Guggenheim Foundation, made several trips to different stations in California in connection with the establishing of weather reporting stations.



Air Corps

News

Letter



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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RATES OF DESCENT OF A FALLING MAN

By A.M. Jacobs

A most interesting series of tests was recently performed by the Equipment Branch of the Materiel Division, Wright Field, Dayton, Ohio, in which it was attempted to obtain certain and definite information upon the rate of acceleration and limiting velocity of a man falling after he has left an airplane, trusting the course of his future to the reliability of the parachute. No definite data seemed to exist on this subject, and it has frequently been recognized that such knowledge would be of value to the designers, the testers, and finally to the users of parachutes -- both those compelled to get a chute open as quickly as possible at low altitude, and those who, through a delayed opening, might try to clear a falling body or evade enemy gunners in time of war.

The tests were performed at night. The plane used was a Douglas Torpedo (DT Type) equipped with bomb shackles, releases, and dummy bays for drop-testing parachutes. Two dummies were dropped, one the size of an average man, weighing 180 pounds, complete with dummy pack; the other the same in size but weighing only 115 pounds complete. A 200-pound lead weight, with trailing dummy parachute pack, the assembly so arranged as to simulate the resistance and weight conditions of high speed parachute testing, was also used. The general method of testing was to drop from the plane a dummy with a light attached while a camera placed on the ground took a picture of the fall.

"The lights used in the first four tests," says Serial Report No. 2916, which gives a complete account of the tests with accompanying graphs, "were magnesium flares, commonly employed on wing tips. In the lead weight test, a 12 volt, 35 ampere electric lamp was used. In the dummy tests, the flare was clamped to a short piece of wood which formed an extension to one of the dummy's legs and was lighted by a battery mounted in the airplane. The electric lamp was mounted just beneath the lead weight and received its current from a small battery housed in the dummy parachute pack. In each test the lights were so mounted that they were visible from the camera position before the dummy or weight was released from the airplane."

In the first tests the camera shutter of the ordinary view camera was removed and a pendulum of proper length to swing at one second intervals was suspended in front of the lens. In later tests a "between the lens" shutter was used. This was held open by means of a spring and was closed once each second by a solenoid. The pendulum was removed from in front of the lens and arranged to make contact with a bubble of mercury at the bottom of each swing, thus closing the solenoid and battery circuit. This formed a more convenient and accurate timing device. The camera was set with the axis of the lens horizontal and the film vertical.

"When all was in readiness," again we quote from the report, "the airplane would take off and climb to the prescribed altitude. The pilot signalled with a flashlight when he was starting on the course, which was marked by blinking lights on the ground. The timing pendulum was then started and allowed to swing until the dummy or weight had reached the ground. The pilot maintained his proper altitude with a sensitive altimeter. It was important that he hold closely to the proper altitude and pass not too close to the camera as the image would not then fall on the film. As he approached the first marker light on his course, he switched on the dummy light and a few seconds later released the dummy."

"The data obtained in these tests will assist in clarifying previous records and establishing a basis for future work of this nature", says the Report, in true report form. It does not mention, of course, that a surprise element was brought out in the series of tests which rather played havoc with popular conceptions concerning the cumulative velocity of falling bodies and caused a riveted attention and a most careful checking of photographs on the

part of the engineers.

After the dummy left the plane, the horizontal velocity equaled the speed of the plane. But it was the vertical velocity that was especially under study. The velocity imparted by the plane diminished as the velocity due to gravity, or vertical velocity, increased, so that the resultant acceleration was not very great. The 180 pound dummy with closed parachute pack fell at a maximum rate of between 160 ft./sec. (109 m.p.h.) and 175 ft./sec. (119 m.p.h.) and gained this velocity in every instance in about 12 seconds time, having fallen from 1400 to 1500 feet, the velocity from there on to the ground remaining constant. Tumbling of the dummy diminished the velocity somewhat, the maximum velocity during rapid tumbling being 160 ft./sec. against 175 ft./sec. where it fell straight.

The maximum rate of fall of the 115 pound dummy, which was the same in size as the 180 pound dummy, was reduced from 175 ft./sec. to 125 ft./sec. These tests demonstrated that if a man jumped from an airplane traveling at 120 m.p.h., he would maintain approximately that same velocity until he reached the ground or opened his parachute. If he left an airplane traveling at a higher rate of speed than 120 m.p.h., his speed would rapidly diminish to that amount.

Tests along these lines will continue. It is contemplated with the aid of the moving picture camera to run a series to obtain the exact opening time of the parachute under various conditions. The use of the camera in connection with airplane tests of all kinds has proved a great boon and made possible truer records and more accurate observations than ever were otherwise obtained.

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AIR CORPS ENGINEERING SCHOOL REOPENS

After a year of inactivity, 1927-1928, due to the shortage of officers in the Air Corps, the Air Corps Engineering School reopened at Wright Field on July 1st, with Captain Edgar P. Sorenson in charge as Assistant Commandant under Brigadier-General William E. Gillmore, Commandant, and with ten student-officers in attendance.

The course, which is an extremely comprehensive one for the year involved includes Applied Physics, Shop Practice, Business Administration, Material Laboratory Work, Electricity, Thermodynamics and Engine Design, and Aeronautical Engineering.

In connection with the course, Captain Sorenson states, the students will get in about 140 hours of flying each. Details concerning requirements for entrance and the work performed under the various departments may be found in Technical Bulletin No. 48, which may be had by interested officers upon application to the Materiel Division, Dayton, Ohio.

The next school year opens in July, 1929, and applications for entrance should be submitted by December next.

The following officers are enrolled in the present class: Major Adlai H. Gilkeson, Captain Hubert V. Hopkins, 1st Lieuts. Harold H. Carr, Muir S. Fairchild, Alfred A. Kossler, Jr.; Clements McMullen, James G. Taylor, 2nd Lieuts. John W. Bowman, Charles H. Caldwell and George F. Schulgen.

The Engineering School is located on the second floor of the Administration Building at Wright Field, Dayton, Ohio.

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AERONAUTICAL CELEBRATION AT SAN DIEGO, CALIF.

The City of San Diego, "The Air Capital of the West", is making great preparations for a huge aeronautical celebration for August 16th. It is planned to have four hundred airplanes in the air at one time, making one of the most remarkable dramas of the skies yet witnessed. This celebration will commemorate the 25th anniversary of the Wright Brothers' first successful take-off in a heavier-than-air machine, and will mark the dedication of San Diego's triple "A" airport -- "Lindbergh Field".

It is expected that the country's most celebrated airmen and those interested in aviation will attend this celebration, which the San Diego Chamber of Commerce is sponsoring. It is contemplated that in this celebration the Air Corps will have in all 102 airplanes, as follows: 4 from March Field, 60; Griffith Park, Los Angeles, 6; Reserve Camp, Rockwell Field, 10; Rockwell Air Depot, 6; 95th Pursuit Squadron, 15; and 11th Bombardment Squadron, 5.

AMBULANCE PLANES PERFORM GOOD SERVICE

During the Fiscal Year ending June 30, 1928, the three Army Air Corps ambulance planes in commission performed valuable service, an emergency arising in no less than 22 instances where patients were transported to hospitals via air because other transportation agencies were not available or because it was considered best for the patient's welfare to utilize air transportation on the score of comfort and rapidity of travel. Altogether four planes were utilized as ambulances during the past Fiscal Year, but no more than three were in commission at any particular time.

In transporting the 22 patients, the distance covered totalled 3,755 miles, the flying time 45 hours, and the time saved in transportation by air 320 hours and 40 minutes or, roughly, 17½ days.

Kelly Field, Texas; March Field, Riverside, Calif.; and France Field, Panama Canal Zone, are the Air Corps stations where the ambulance planes are in commission. The performance record of these planes for the past Fiscal Year is as follows:

Station	Type of Airplane	Cases Transported	Distance Covered	Time Taken	Time Saved
Kelly Field	XA-1	9	1760 mi.	19 hrs.	68 hrs. 40 m.
March Field	C-1	4	649 "	7 hr. 30 m.	20 hrs.
France Field	XA-1 & C-1	9	1346 "	18 hr. 30 m.	232 hrs.

The ambulance plane was especially invaluable in the Panama Canal Zone, where transportation facilities are deficient. These aerial ambulance activities, although not extensive, are noteworthy in that they serve to demonstrate beyond a doubt the great value and practicability of the airplane ambulance as a means of transportation of sick and injured.

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EXPERIMENTAL PROJECTS WITH AIRSHIPS

Landing on the top of a building; picking up supplies from a moving truck; transporting a relief crew to salvage a wrecked airplane; landing on the deck of a steamer out at sea; conducting a search over Chesapeake Bay for lost flyers, and removing two men from a small boat by means of a rope ladder lowered from the airship were among the many missions performed by the two airships assigned to the 19th Airship Company at Langley Field, Va., during the past fiscal year, in order to test the scope of the airship's use.

These two airships, both of the TC type, were in commission every day during the past fiscal year. With a record of 183 hours and 35 minutes for the month of September and a total time of 1167 ship hours for the entire year, the 19th Airship Company broke all previous records for lighter-than-air training at Langley Field.

The landing on the top of the Newport News High School Building was one of the outstanding experiments of the year. There were three great handicaps to be overcome in order to complete this mission successfully,-- the small landing space available; obstructions on all sides, including power lines and buildings; and the fact that there was no head wind to check the momentum of the airship.

Another outstanding achievement was the landing of the Airship TC-5-251 on a moving steamer, loading a cargo and taking off again without halting the surface vessel. The landing was made on the after deck of the steamer "American Trader", about 3 miles off Ambrose Light, N.Y., on May 10th. The Chairman of the Shipping Board characterized the achievement as a new step in the coordination of air and water transportation.

When three Naval flyers were lost in the Chesapeake Bay, both airships were flown daily in search of them. Very high winds prevailing at the time did not prevent the missions being carried out. Fourteen flights were made for a total aircraft time of 50 hours.

An experiment to test the feasibility of picking up the crews of disabled aircraft from the water was carried out. A free balloon, partially inflated, was towed out into the water and set adrift, with a Langley Field officer as pilot. The airship's part in this mission was merely to proceed to Langley Field to spread the alarm, whereupon two speed boats were dispatched to the scene of the danger, picked up the pilot, and rushed him to the station.

The airships accomplished several photographic missions, cooperated in a

number of missions with the Coast Artillery Corps in connection with observing and correcting artillery fire, were flown on a number of cross-country training flights and cooperated in several problems with the 2nd Bombardment Group at Langley Field.

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TRAINING OF WEST POINT CADETS AT LANGLEY FIELD

The training of the 1939 Class of the United States Military Academy was carried on at Langley Field, Va., during the period June 10th to 29th. The class was divided into three groups of approximately 100 cadets each. The three groups were present in turn, and each group was present five working days. Eight dual instructors were furnished from Brooks Field for their training, and the number of PT-1 airplanes at Langley Field was increased to 13. Each cadet was given approximately five hours of flying, of which slightly less than two hours was dual instruction in the PT-1s. In addition, they were given lectures on the Air Corps by instructors from the Air Corps Tactical School and were shown instruction Air Corps motion pictures. Small groups of cadets were taken to the various departments, such as Parachute, Engineering, Machine Shop, Operations, Radio and Supply, where the work of the departments was demonstrated and explained.

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PARACHUTES AND THE FAIR SEX

Sometime ago the author of a story on free ballooning facetiously remarked that ladies do not go up in balloons because of the probability at some time or another of being compelled to use a parachute. Well, the fair sex who flew with Colonel Lindbergh over Washington wore the Army parachute and it appears that no fuss was made about it.

In the annual report of the activities at Bolling Field, D.C., for the Fiscal Year ending June 30, 1928, mention is made of the flights Colonel Charles A. Lindbergh made at the field when he took up for sight seeing tours over the Capital City members of Congress and their friends -- mostly friends, the Bolling Field scribe adds. Two airplanes were used in these flights, one a Fokker C-2 Transport from Bolling Field and the other a Fokker Transport from the Naval Air Station, Anacostia, D.C. The motors of these two planes were kept running continuously, and while one machine was in the air the other would be loaded and ready for Colonel Lindbergh to transfer to it.

Army Air Corps rules require that all passengers flying in an Army plane must wear the parachute. It was thought that the ladies would object to this but, on the contrary, they liked it, especially since they looked quite well in the coveralls furnished them. Sometime later one woman expressed a desire to borrow the outfit she wore on her flight, stating that she wished to wear it at a costume ball.

During these flights over one thousand passengers were carried.

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NEW CLASS AT BROOKS FIELD

The class of students which started training at the Primary Flying School at Brooks Field, San Antonio, Texas, on March 1, 1928, advanced to the Basic Stage on July 10th last to make way for the incoming class, numbering 119 students. Of this number the Infantry furnished 9 officers; the Field Artillery, 6; Coast Artillery, 3; Cavalry, 3; Quartermaster Corps, 1; total 22 officers. The remaining 97 students were made up of 87 Cadets from civil life and 10 Cadets from enlisted men of the Army.

All students reported in, received their various tests, including the Orientator test, and reported at the Primary Stage for instruction on July 16th.

With the entrance of the present class, the policy of eliminating students as a result of their failure to pass the Orientator test was abolished.

The first academic subject taught is the personal equipment of the pilot, which includes parachutes and all the equipment necessary to the pilot. The last period in this subject consists of demonstrations of parachute jumps on the airdrome, including dummy and live jumps.

AIR CORPS OFFICERS ON GENERAL STAFF ELIGIBLE LIST

The following Air Corps officers were recently placed on the eligible list for detail to the General Staff Corps:

Major-General James E. Fechet	Major Eugene H. Lohman
Lieut.-Colonel C.C. Culver	Major Ira A. Rader
Lieut.-Colonel Charles H. Danforth	Major Ralph Royce
Lieut.-Colonel Ira F. Fravel	Major Albert L. Sneed
Lieut.-Colonel John H. Howard	Major Oscar Westover
Lieut.-Colonel James A. Mars	Capt. Robert C. Candee
Major Pollett Bradley	Capt. Wm. B. Farthing
Major Lewis H. Brereton	Capt. Lynwood B. Jacobs

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PILOT SEARCHES POTOMAC RIVER FOR BODY OF SUICIDE

Probably the first time the historic Potomac River was ever searched via airplane for the body of a human being occurred on the pet "Jinx" day of them all- Friday, the 13th. On that day in the month of July, Lt. Frederick A. Schauss, Air Corps Reserve, stationed at Bolling Field, D.C., flew Lieut. Edward J. Kelly, head of the police homicide squad, in an O-1 over the Potomac River from Key Bridge to Great Falls, searching for the body of a supposed suicide.

It was the first time the local police had used an airplane in their work and they covered in a few minutes territory which would have required the harbor police launch more than an hour to go over. No trace of the body was found.

Lieut. Schauss on his return noticed the date on the calendar and stated that had he known it was Friday the thirteenth he would never have made a flight for such a purpose.

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FERRYING PLANES ACROSS THE CONTINENT

The ferrying of airplanes from place of manufacture to various fields and stations throughout the country still continues to be practiced in the Army Air Corps. During the months of June and July a number of deliveries of O2-H planes were made from the Douglas Aircraft Factory at Santa Monica, Calif. These planes were ferried eastward by Army Air Corps pilots via the Rockwell Air Depot, where they are checked over and serviced before leaving. Officers who recently ferried these planes from the west to the east coast were Lieuts. J.E. Upston, Robert E. Solff and L.W. Miller, on duty in the Office of the Chief of the Air Corps, Washington; Lieut. G.A. Whatley, of Maxwell Field, Ala., and Lieut C.W. Cousland of Post Field, Fort Sill, Okla.

One O2-H plane was ferried by Lieut. Miller to Maxwell Field and the remaining four were flown to Bolling Field, Washington, D.C. Riding as a passenger with Lieut. Cousland was Maj. Mason, of the Air Corps Reserve.

Major Albert L. Sneed, Commanding Officer of Rockwell Field, ferried an O2-H plane from the Douglas plant to Edgewood Arsenal, Md., bringing back to Rockwell Field a PW-9D from the Fairfield Air Depot. While in the East Major Sneed paid a visit to the Office of the Chief of the Air Corps.

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RESERVE OFFICERS RECEIVE TRAINING AT LANGLEY FIELD

By Lieut. Wilton M. Briney, A.C. Reserve

The 324th Observation Squadron, Organized Reserves, arrived at Langley Field, Va., for two weeks' training on July 8th. The arrival of this active reserve unit caused summer airdrome and academic activities to more nearly resemble the busy Langley Field during the 2nd Bombardment Group training period and the Air Corps Tactical School term.

The thirty Reserve officers arriving in this squadron, commanded by Major Walsey R. Bazley, Captain, Air Reserve, were divided into two flights. Flight leaders assigned were: Reserve Captains Louis T. Barry, Flight "A", and J.J. Feery, Flight "B". The flights functioned on a competitive basis during their training.

An innovation for Reserve training at Langley Field was successfully accomplished through the means of the flight contest. The events of the flight

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competition were: A 3-ship formation; a 5 ship formation; an accuracy landing contest; the percentage of the Reserve rated pilots to be soloed in each flight; aerial gunnery; Field Order written by each flight leader to complete the mission assigned in a Field Order written by the squadron commander; flight promptness; appearance of flight quarters; military bearing and neatness of individuals; observation of ground puffs; flight scores on the pistol range; flight observation missions accomplished by flight observers; flight baseball game; flight golf tournament; flight swimming match.

As was expected by the camp executives, this flight contest did not meet with hearty approval of the reserve officers for the first day or two. "More flying, more service type airplanes is what we want", they said.

A marked change of attitude was apparent on the third morning of the training period. The spirit of competition had grown in the two flights until it was the subject of conversation at mess and in the barracks.

Maximum effort was put forth by each officer in each flight to see that his flight won every event of competition, resulting in a happy and beneficial two weeks' training period.

The Rotary Club and three banks of Hampton, Va., furnished cups for the winners.

Great interest was shown by the Reserve officers in a daily publication of their activities, called the "Squad News". Each Reserve officer was permitted to contribute anything he saw fit in this daily "Squad News". It resulted in a printed and bound record of all the squadron's military activities and pertinent remarks concerning its personnel during the two weeks' training.

At the end of the camp each officer was provided a mimeographed "Squad News" complete. To quote from the subhead "Pistol Range": "Yesterday proved one thing, and that was, we are in need of plenty of practice. The officers of this camp looked like a group of Pittsburgh police, who have never been known to hit anything." It may be mentioned here that more than 90% of the 324th Observation Squadron are from Pittsburgh.

Under the sub-head "Our Gesture", a verse appeared each day in the "Squad News". One is submitted here:

Flight "A" had Major Yost,
"B", Bobb Dake at the post
They flew and landed to a mark,
Our only one the flag to park.

Then came Frank trying his best,
But not quite up to the rest,
While Massey proved how it is done,
His flying for the "B's" had won.

When Captain Feery on his side,
Landed the PT very wide,
Laedlein for the other flight,
Certainly gave "B" a fright.

The final score showed 4 feet,
A small margin for one to beat,
Now "B" has this and pistol range,
Ahead of "A" who'll make a change.

Langley Field officers detailed for the Air Corps Reserve Officers Camp, July 8th to 21st, were: Camp Commander, Major Junius W. Jones, Air Corps; Senior Instructor, Captain Ernest Clark, Air Corps; Observation Officer, 1st Lieut. K.N. Walker, Air Corps; Camp Adjutant, 2nd Lieut. Ford L. Fair, Air Corps; Engineering Officer, 1st Lieut. R.W.C. Wimsatt, Air Corps; Recreation and Supply Officer, 1st Lieut. Wilton M. Briney, Air Reserve.

Seven instructors were assigned from the officer personnel of Langley Field. The five PT airplanes used by the Squadron were serviced by the 58th Service Squadron.

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CROSS-COUNTRY FLIGHTS FROM BOLLING FIELD

The month of July proved to be a busy one for cross country flying of Air Corps personnel from Bolling Field, D.C. During the first three weeks of the month a total of 61 cross-country flights were made, as follows:

To Langley Field, Va.	8	To Miller Field, N.Y.	2
To Middletown, Pa.	5	To Selfridge Field, Mich. . . .	1
To Mitchel Field, N.Y.	19	To Leesburg, Va.	1
To Wright Field, Ohio	3	To Detroit, Mich.	1
To Philadelphia, Pa.	2	To Teterboro, N.J.	1
To Columbia, S.C.	2	To Indianapolis, Ind.	1
To Altoona, Pa.	3	To Pine Camp, N.Y.	1

To Lancaster, Pa.	3	To Aberdeen, Md.	1
To Shamokin, Pa.	3	To Herndon, Va.	1
To Hagerstown, Md.	2	To Groton, Conn.	1

In addition to the above, a number of local pilots ferried new airplanes from different factories to their destinations.

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THE BALLOON JUMPERS OF THE WORLD WAR

Much has been written, and will no doubt continue to be written, concerning the Caterpillar Club, that mythical organization of airmen who owe their existence on God's green earth today to the parachute which did not fail them in the time of greatest need.

In the last issue of the Air Corps News Letter a statement was made to the effect that 94 emergency parachute jumps have thus far been made. Since that time another member was added to the fold of the Caterpillar Club, thus making a total of 95 life-saving jumps to date.

Our attention was recently brought to a World War document, known as Report of Balloon Section, Volume 1, which gives a list of American balloon men who jumped to safety with a parachute from balloons which were attacked by enemy aircraft. It appears from this report that a grand total of 117 of such jumps were made in the zone of operations, 108 by officers and 9 by enlisted men. Of these 117 jumps, 59 were made from balloons which had been attacked and set on fire by enemy aircraft and 58 from balloons which were attacked but did not catch fire.

In the tabulation giving the names of officers and enlisted men who made emergency parachute jumps from imperiled balloons there are many repeaters. Of the total of 76 names listed, 26 men are credited with more than one jump.

It would seem appropriate to give the men who jumped for their lives during combat operations with the enemy a different designation from the men who took French leave of their craft in peace time. There is also the distinction that, with two exceptions, all the members of the Caterpillar Club jumped from airplanes, whereas the war time balloon jumpers under discussion made all their hops into space from balloons.

Pending a better suggestion, the title "Balloon Jumpers of the World War" is for the present conferred on the 76 men who made use of the bit of silk in order to live and fight another day.

The outstanding balloon jumper of them all was Lieut. G. Phelps, Air Service, who was credited with five jumps, three from burning balloons and two from balloons not set on fire. Four men on the list are fourth degree members of the new organization, viz: 1st Lieuts. Byron T. Burt, J.A. Higgs, J.A. McDevitt and W.J.R. Taylor, all of the Air Service. Through one of those strange coincidences, the third degree membership is also limited to four men, in the persons of 2nd Lieut. G.D.Armstrong, Field Artillery, 1st Lieuts. G.C. Carroll and Dache M. Reeves, Air Service, and Sergeant H.O. Nicholls, Air Service. There are 17 men upon whom the second degree was conferred.

The membership of the "Balloon Jumpers of the World War" is given below, as follows:

Names	Balloons Burned	Balloons Not Burned	Total Jumps
1st Lieut. F.L. Adams, A.S.	-	1	1
2nd Lieut. J.A. Allen, A.S.	1	1	2
2nd Lt. R.H. Anderson, A.S.	-	1	1
2nd Lt. W.S. Anderson, A.S.	2	-	2
2nd Lt. G.D.Armstrong, F.A.	1	2	3
Captain P. Arthur, F.A.	-	1	1
1st Lt. T.P. Atkinson, F.A.	-	1	1
2nd Lt. W.S. Parker, A.S.	-	1	1
1st Lt. F.R. Barton, A.S.	1	-	1
2nd Lt. L.L. Biche, A.S.	-	-	1
1st Lt. L.G. Bowerw, A.S.	1	1	2
1st Lt. D.G. Boyd, A.S.	1	-	1
2nd Lt. J.S. Burrell, F.A.	1	-	1
1st Lt. B.T. Burt, A.S.	1	3	4
2nd Lt. R.E. Butcher, F.A.	1	-	1
1st Lt. G.C.Carroll, A.S.	3	-	3
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Name	Balloons	Balloons	Total
	Burned	Not Burned	
1st Lt. B.M. Clark, A.S.	-	1	1
1st Lt. S.V. Clarke, A.S.	2	-	2
2nd Lt. A.B. Cole, A.S.	-	1	1
1st Lt. F.D. Cummings, F.A.	1	-	1
1st Lt. R.L. Davis, F.A.	1	-	1
1st Lt. R.L. Dold, F.A.	-	1	1
2nd Lt. P.W. Duell, A.S.	-	1	1
2nd Lt. H.E. Dungan, A.S.	1	1	2
1st Lt. F.J. Durrschmidt, F.A.	-	1	1
1st Lt. L.C. Ferrenbach, A.S.	1	1	2
1st Lt. J.M. Fox, A.S.	1	-	1
2nd Lt. C.C. French, F.A.	-	1	1
2nd Lt. E.M. Gallagher, A.S.	-	1	1
1st Lt. H.H.F. Gossett, F.A.	1	-	1
1st Lt. E.D. Harris, F.A.	-	1	1
2nd Lt. F.M. Henry, A.S.	-	1	1
1st Lt. J.A. Higgs	1	3	4
2nd Lt. H.H. Holland, A.S.	-	1	1
1st Lt. S.I. Howell, A.S.	2	-	2
2nd Lt. H.H. Hudnut, F.A.	1	-	1
1st Lt. S.W. Kellogg, A.S.	-	2	2
2nd Lt. J.W. Lane, A.S.	2	-	2
1st Lt. J.W. Lavers, A.S.	1	-	1
1st Lt. E.R. Likens, A.S.	2	-	2
1st Lt. W.C. MacBrayne, A.S.	-	1	1
1st Lt. J.A. McDevitt, A.S.	1	3	4
2nd Lt. E.S. Montgomery, A.S.	-	1	1
2nd Lt. H.E. Montgomery, A.S.	1	-	1
1st Lt. S.T. Moore, A.S.	-	1	1
2nd Lt. F.M. Morgan, F.A.	1	-	1
1st Lt. L.M. Murphy, A.S.	1	-	1
1st Lt. H.P. Neibling, F.A.	2	-	2
1st Lt. G.R. Nixon, F.A.	2	-	2
1st Lt. R.K. Patterson, A.S.	1	1	2
1st Lt. G. Phelps, A.S.	3	2	5
2nd Lt. G.E. Quisenberry, A.S.	1	1	2
1st Lt. D.M. Reeves, A.S.	2	1	3
2nd Lt. J.B. Rivers, F.A.	1	-	1
1st Lt. P.N.A. Rooney, A.S.	1	1	2
1st Lt. C.J. Ross, A.S.	1	1	2
2nd Lt. M.D. Sapiro, A.S.	-	1	1
2nd Lt. M.A. Sedgwick, A.S.	1	-	1
2nd Lt. W.D.M. Shuman, F.A.	-	1	1
1st Lt. M.R. Smith, A.S.	1	-	1
2nd Lt. A.R. Stubbs, A.S.	1	-	1
1st Lt. L.W. Taylor, A.S.	-	2	2
1st Lt. R.W. Thompson, A.S.	1	-	1
2nd Lt. J.H. Vernon, A.S.	-	1	1
1st Lt. J.E. Wallace, A.S.	1	-	1
2nd Lt. S.E. White, A.S.	1	-	1
2nd Lt. A.J. Zavoyiski, F.A.	-	1	1
1st Lt. C.L. Furber, F.A.	1	-	1
Corp. L.S. Balay, A.S.	1	-	1
Sgt. N. Brunell, A.S.	-	1	1
Sgt. S.C. Burnham, A.S.	-	1	1
Sgt. J.L. Cain, A.S.	-	1	1
M.E. Meyer, L. Cohn, A.S.	-	1	1
Sgt. H.O. Nicholls, A.S.	2	1	3
Pvt. Robert Scott, A.S.	-	1	1

Total

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58

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UNUSUAL PARACHUTE JUMPING EXPERIENCE

Seven enlisted men stationed at the Primary Flying School at Brooks Field, San Antonio, Texas, recently made their first attempt at a live parachute jump. One of these men went through a most unusual experience. After leaving his plane and pulling the rip cord of the parachute he drifted into a rising air current and, instead of dropping at the normal rate a parachute descends to the ground, between 18 and 27 feet per second from an altitude between 800 and 1,000 feet, according to tests conducted sometime ago by the Air Corps at Dayton, Ohio, he hung practically stationary in the air for a period of two minutes. His rate of descent averaged approximately three feet per second, probably the slowest rate of descent on record anywhere. The jumps were made from a seven-ship formation flying at an altitude of 2,000 feet.

Here is what the SECOND DIVISION REVIEW, San Antonio, Texas, has to say regarding the above incident:

"This may be news rather than humor, but Bill is willing to bet the unspent portion of last month's pay that it was not funny to one man."

"A group of would-be aviators at Brooks Field went up for a parachute jump last week. It was the first jump for all of them, and they were trying to gain confidence. The idea was that once they realized how nice it was they would want to make jumps instead of yachting trips over the week end. One young man, however, may be convinced now that parachuting is safe, but there was a while in which he was willing to exchange the thrills of the air for a little bit of terra firma."

"He stepped overboard at 2,000 feet, counted five, or maybe only three, pulled the ring and waited for developments. He got them. With a loud thump the chute opened and his fall was checked. A beautiful feeling of serenity stole over him. It was joy supreme. The easy glide earthwards was going to be one bit of real pleasure. And then it happened. Instead of falling he began to rise. His parachute was taking him in the general direction of the moon, and it looked for a time as if he were leaving for good. An upward rush of air had caught the lad and he was up higher than the start in almost no time. He finally came back to earth, but at last reports was not volunteering for any more parachute jumps."

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BROOKS FIELD STUDENTS GRADUATE

An impressive review featured the graduation exercises for the June class at the Air Corps Primary Flying School at Brooks Field, San Antonio, Texas, on June 29th. The review was followed with an address by the Commanding General of the Air Corps Training Center, General Frank P. Lahn, Air Corps. The exercises were witnessed by about 5,000 people from San Antonio and the immediate vicinity.

The curriculum of the Primary Flying School was changed on July 1, 1927, from five months to eight months' duration, the basic training formerly given at the Advanced Flying School at Kelly Field, Texas, having been included in the curriculum of the Brooks Field School.

It is interesting to note that the number of students who graduated in the last two classes increased approximately 20 percent over that in the preceding classes.

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BOLLING FIELD PERSONNEL RECEIVE UNEXPECTED BATH By the News Letter Correspondent

Lieut. Myron R. Wood, Air Corps, recently gave seven enlisted men from Bolling Field a cold bath when he landed a C-1 in the Potomac River near Alexandria, Va. While flying at an altitude of 2,000 feet, the motor froze and, unable to reach a satisfactory field, the pilot decided to land in the shallow water off shore.

Gliding down as slowly as possible, it seemed as though Lieut. Wood would make a perfect landing, but when about fifty feet above the river the transport fell off and dived straight for the water. Helping members of the crew from the rear cockpit to the wings of the ship, Lieut. Wood dived under the water

in search for Private Standeven, who was rendered unconscious when the plane struck the water. He pulled the injured man to the surface and again dove on a second search of the fuselage.

All members of the crew were badly shaken when the plane struck and, in addition, most of them had cuts or bruises more or less serious. Private Thomas Standeven and Private Joseph A. Droter were taken to Walter Reed Hospital, and the remainder were treated by Major Robert Paie, the Flight Surgeon at Bolling Field, who hastened to the scene of the crash in the Navy speed boat.

Sergeant William B. Brockaway, Sergeant Rudolph J. Leinutta and Privates Frank Lukoville, Oscar E. Johnson and L.A. McCaughey remained with the plane to assist in bringing it in.

On his return to Bolling Field, Lieut. Wood stated that he believed a loose or broken water connection had caused the motor to freeze.

All members of the crew praised the coolness of Lieut. Wood; and the officers of the post declared that only great luck in addition to unusual flying ability on his part saved the lives of the seven men.

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BROOKS FIELD FLYERS PAY HOMAGE TO THE LATE CAPT. CARRANZA

A forty-ship formation, consisting of eight 5-ship units, took off from Brooks Field, San Antonio, Texas, at 3:20 P.M., July 19th, to participate in the homage paid Captain Emilio Carranza, noted Mexican flyer, who met an untimely death in an airplane crash while returning to Mexico City from his Good Will Flight to the United States. One 5-ship formation met the train outside of the city limits and escorted it into San Antonio, meanwhile dropping flowers on the car bearing the dead flyer's body. The remains of Captain Carranza were removed from the train and taken to the Municipal Auditorium under military escort. The planes remained aloft rendezvousing over the city while the body was lying in state until 6:30 P.M.

On the following day a 15-ship formation from Brooks Field, led by Lieut. Wendell Brookley, left the airfield at 5:30 A.M., and proceeded to Laredo, Tex., for the purpose of participating in the services held for Captain Carranza. While the body was being escorted across the International Bridge, the formation from Brooks Field came down to an altitude that permitted the dropping of flowers on the bridge and casket.

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CAPTAIN MACREADY RECEIVES DISTINGUISHED FLYING CROSS

By A.M. Jacobs

In the Wright Field Auditorium at 11:30 A.M., July 28th, the "Distinguished Flying Cross", awarded by Congress for outstanding flying accomplishments, was conferred upon John A. Macready, Captain, Air-Res., by Brigadier-General W.E. Gillmore. The ceremony was performed in the presence of "Lieutenant" Macready's family, a group of his friends and the civilian and military personnel of Wright Field.

General Gillmore, in making the presentation, said, "We are gathered here this morning to pay honor to one of the country's most distinguished airmen, one who through his knowledge and skill has proved himself thoroughly deserving of that honor. Twice, Lieutenant Macready has been officially acknowledged as holder of the World's Altitude Record. Many think of that feat as merely getting into a plane and climbing with it as high as it will go. They do not know of the weeks and months of preparation involved, of the physical, technical, professional fitness essential for its successful accomplishment. Lieutenant Macready was also a co-pilot of the Army Transport T-2 in the only non-stop crossing of the continent made to date. He has ever been a hard, keen worker and in every undertaking has brought credit to the Army, to his field, and to himself. The Army was sorry to lose Lieutenant Macready when a few years ago he resigned to take up other work, but it has followed his career with interest and best wishes for his success. And now it is a great pleasure to have the honor to present to him, in the name of the President of the United States, this Distinguished Flying Cross, awarded him by Congress. I will read the official citation."

After reading the citation, General Gillmore pinned on the decoration.

Lieutenant Macready responded by expressing his appreciation of the honor accorded him.

"Though no longer active in aviation circles", said Lieutenant Macready, "I hope to see the time when officers and members of the flying service who have been the backbone of aviation receive the credit due them. Many here today have done work of great importance. Recent advancements in aviation are due to nothing so much as the pioneering development work performed by the trained personnel of this service. I am proud once to have been a member of it."

Senator Simeon D. Fess and Congressman Roy G. Fitzgerald were then called upon by General Gillmore. Senator Fess expressed his faith in the continuing progress of aviation and said the day would come when people would be taking the air routes for safety. He promised every support on the part of the Government in this new development. Congressman Fitzgerald spoke of the new Wright Field and its place in aviation; of his long association with Lieutenant Macready and described in detail a flight made with him over the mountains in storm and a forced landing. He recalled Macready's night parachute jump, the first made in emergency, and finished by characterizing him as the coolest, ablest, cleverest, most courageous person he had ever known.

The new auditorium, large and pleasing to the eye, is an especially fitting place for the conferring of honors, and it is hoped many will find their way through its portals in the time to come. Flyers who have worked hard to have done it chiefly for the joy of the work, not expecting recognition. But unexpected recognition is especially easy to take and the fact of delay would but add savor. How we'd like to see some of the pioneering ventures of flight, daring, colorful and hazardous in the extreme with the old unreliable equipment, take their places in the sun along with the newer successes which an awakened public has been so ready to acknowledge! Some one has said that any flyer on active status through the last ten years and still alive to tell the tale has done "distinguished" flying. Undoubtedly true and all credit to them. And in the annals of some of these distinguished flyers lie certain brilliant flights which have definitely along the early ways marked milestones in aviation advancement. The "cross" would lose nothing in prestige by being diverted backward to help mark these milestones for all time to come, and what an unlimited satisfaction to all concerned it would be to see the pilots of these flights come into their belated rewards!

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DEATH OF LIEUT. CHARLES B. AUSTIN, AIR CORPS

The grim reaper has taken away from the ranks of the Air Corps one of its most promising officers -- Lieut. Charles B. Austin, who died on July 27th at the hospital at Fort Monroe, Va., from acute cerebro-spinal meningitis.

For a number of years Lieut. Austin was on duty as instructor at the Air Corps Tactical School at Langley Field, Va. He was slated to attend the Command and General Staff School at Fort Leavenworth, Kansas, for a two-year term starting next September. In being detailed as a student at this school a precedent was created for the Air Corps, if not for the entire Army, for the practice has been to limit details of students to officers not below the rank of Captain. Lieut. Austin's exceptional services at the Tactical School, however, was the factor which weighed heavily in his favor. Unfortunately, he was not fated to be the first junior Air Corps officer to attend this School.

Lieut. Austin was born on July 7, 1891, at Vermillion Grove, Ill. Graduating from the DePauw University, Greencastle, Ind., he served as an instructor in mathematics at this university during his senior year. For four years following his graduation in 1913 he was Secretary and Treasurer of the Avalon Orchard Tract Co. of Kuna, Idaho.

During the World War, Lieut. Austin enlisted in the Aviation Section, Signal Corps, and he received his ground school training at the University of Illinois. Graduating on December 8, 1917, he was transferred to Waco, Texas, for his flying training, received his R.M.A. rating March 30, 1918, and was commissioned a 2nd Lieutenant. From April 10 to August 22, 1918, he was stationed at Ellington Field, Houston, Texas, where he pursued the course for bombing pilots, following which he was ordered to duty overseas. All of his overseas service was in England. Arriving in that country in September, 1918, he served as Commanding Officer of Flight A, 140th Aero Squadron, and later as

Commanding Officer of the 92nd Aero Squadron (Bombardment). He also served as flying instructor on Farmans, BE-2Es and DH-4s

Upon his return to the United States early in 1919, he was ordered to duty in the Panama Canal Zone, and while there was commissioned a 1st Lieutenant in the Air Corps, Regular Army, on September 18, 1920. In the latter part of that year Lieut. Austin planned a flight from Panama Canal Zone to Washington, D.C., via Kingston, Jamaica; Havana, Cuba; Carlstrom Field, Fla.; and Fayetteville, N.C. He started on this flight on October 6, 1920, but after flying over the ocean for 10½ hours and completing 400 miles, he encountered heavy storms which damaged his propeller and forced him to turn back. The atmospheric conditions were so severe that the entering edges of his wings were worn down so that the linen coverings were practically threadbare. The propeller tips, not having let go simultaneously, had the effect of setting up a tremendous vibration with the consequent imminent danger of engine failure. This continued until the second frayed tip finally let go and the propeller began to balance up. During about 2½ hours of his flight he was flying through a blinding tropical storm of great violence.

Having flown for such an extended period over a wide storm area, with no prospect of issue therefrom, Lieut. Austin felt that his chances of hitting Jamaica were, under the circumstances, decidedly slim, and therefore decided to retrace his steps and return to Colon, Panama, which he reached in due time and managed to make a safe landing.

The concept of this flight, Lieut. Austin's careful and efficient preparations for it, and the daring and consummate skill and resourcefulness which he exhibited during its execution mark it as an outstanding achievement in aeronautics up to the year 1930.

While on duty in Panama, Lieut. Austin served as Flight Commander of the 7th Squadron and as Commanding Officer of the 12th Photo Section. Upon his return to the continental limits of the United States, he was assigned as Engineer Officer of the 14th Squadron at Langley Field, Va.

During the Pulitzer Races in 1922 at Detroit, Mich., Lieut. Austin took second place in the Detroit NEWS Aerial Mail Trophy Race. He was a participant in the flight of six Army planes from the United States to San Juan, Porto Rico, and return, a project which involved a distance of nearly 8,000 miles.

Detailed as a student at the Air Corps Tactical School, Langley Field, for the 1923-24 term, he graduated on June 14, 1924, and shortly thereafter was assigned to duty as an instructor at this school.

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A NEW MOTOR BALLOON

By A.M. Jacobs

We have all seen a small potato growing on a very large potato, though we never expected, perhaps, to see the combination take to the air and fly. But we can think of no better way of visualizing a new motor balloon, which recently underwent flight testing at Wright Field, Dayton, Ohio, under the direction of Mr. W.E. Huffman, of the Materiel Division, for the purpose of determining the military value, if any, of this new type of lighter-than-air craft.

Although developed entirely through commercial initiative for advertising purposes, the unique design, simplicity of construction and operation, and low cost attracted the attention of the engineers of the Materiel Division who thought they saw a possibility of utilizing it for observation purposes, an idea which the aforementioned tests rather tended to confirm.

The balloon, which is non-rigid, with an overall length of 70 feet and maximum diameter of 30 feet, is the smallest controlled lighter-than-air craft ever built in this country. Power is furnished by a Henderson 4 cylinder engine. A light car accommodating two flyers hangs beneath the main bag. The unique features, however, lie in the pear shaped main bag and the subsidiary bag (or small potato) attached to the rear. Other airships have invariably had rigid control surfaces. In the Motor Balloon, this small bag forms the control element it being moved up or down as an elevator or to either side as a rudder, the controllines extending between it and the altitude wheel and rudder bar in the control car. Another feature is its shortness -- it is just twice as long as it is thick -- which permits ground handling and flight at zero pressure. It is easily portable, having been transported five hundred miles to Wright Field on

a trailer in tow of a light passenger-car. The rigging is simple and it can be set up, as can the free balloon, in an open field. This is in contrast with present airships which must be rigged in a hangar with a period of days for each inflation. It may be inflated without even the inflation net customarily used with balloons, the load lines serving the same purpose. Also it is easily maneuvered on the ground, all parts being high and clearing nicely during periods of yaw and pitch.

The three test flights of July 18, while demonstrating that the Motor Balloon is still in the experimental status, more than proved its possible value from a military point of view. "Developments thus far have proved", writes Mr. Huffman, "that this type of motor balloon is far more economical, both in the initial cost and in operation, than any type developed in the past. Although complete test flights have not been made, it is believed from observation of flights to date, that an airship of this type properly rigged and provided with ample power would be more highly maneuverable in flight than the conventional type of airship. It has been definitely proved that it is convenient and easy to handle on the ground with a small crew, and that it can be erected in the open with no more difficulty than would be encountered with a free or observation balloon. One of the outstanding features is the low cost. The initial cost of the experimental ship, including design, is understood to be \$5,000.00. With proper care in holding down weights and with correct engine and propeller installation, it is believed that this ship could operate on flights of eight to ten hours with two men at a speed of twenty-five m.p.h. From a cost training point of view, four or five of these ships of helium volume could be used for primary training of airship pilots at about the same initial cost as one standard training ship.

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CERTAIN ASPECTS OF AVIATION MEDICINE

In a lecture recently delivered by Lieut.-Colonel Levy M. Hathaway, Medical Corps, Flight Surgeon, on duty in the Office, Chief of the Air Corps, Washington, on the subject of aviation medicine, he stated that whatever were the purposes of the creator and whether created in his present form or evolved from some lower order of life, it must be conceded that man was not primarily fashioned to fly.

When some 25 years ago man made for himself mechanical wings and undertook the conquest of the air, he ventured beyond the confines of an age old racial environment. As a terrestrial organism it might have been anticipated that he would encounter difficulties and undergo stresses in accordance with the degree of his deviation from the physical characteristics of those aerial forms of life which have been specialized by nature in every organ for a particular purpose.

What the birds do naturally and easily, man must accomplish mechanically. Meanwhile, he cannot change his physical makeup to conform to these new requirements; his organs were not primarily fashioned to function perfectly under the conditions imposed by this entirely new environment. The demands on his earthly constitution must be greater than generally realized, since it is to be inferred that such an unaccustomed task must entail stresses and strains in proportion as a man is physically and psychically unspecialized for its performance.

It is true that man has great powers of adaptability, otherwise he could not fly at all, but it is equally true that he is not specialized for flying; if he were he would probably lack that adaptability which makes him what he is. It is a biological law that function precedes structure. Effort precedes development as demand creates supply. It may be that man's physique and personality will eventually undergo profound alteration as a consequence of this, his latest extensive endeavor. When men have been flying as long as they have been walking, future men may develop anatomically and physiologically in conformity with the special requirements of aerial locomotion as practiced by the human race. Meanwhile, man is handicapped to whatever extent his anatomical equipment and physiological processes are inadequate to meet the specific demands.

Although man does not need wings nor feathers, since these he has supplied by material fabrications of his own invention, he needs other things equally important in flying and until by further invention he has devised and improved aids to navigation, he must depend largely upon his natural physical equipment to meet whatever is required in the accomplishment of his undertaking.

We cannot doubt the wisdom of the Creator in adapting special forms of life to their especial needs, nor is it in accordance with the economy of nature to

lavish her endowments indiscriminately without regard to need. The earthworm does not need eyes and it has none. The eyes of the mole are rudimentary, being no longer essential to its mode of life. On the other hand, the eyes of birds are marvelous, greatly superior to our own. Because of their mode of life they needed good vision and they developed it. We do not know how many generations of eagles and their progenitors lived and died before one was hatched which could descry its prey from such enormous heights as to remain itself invisible from the earth below; nor do we know how many generations of owls were bred and born before one could see well enough to fly in the dark. These birds have specialized as pursuit pilots since the world began. Each is fully equipped for his own work, but the eagle rests by night and the owl by day; whereas man, the newcomer, flies both by day and night.

Birds have excellent visual accommodation, eye muscle balance and depth perception. We have seen a hawk fly at a terrific speed among thick shrubbery in pursuit of its equally swiftly dodging prey, while pursued and pursuing alike avoided collision with any obstacle. Wild fowl fly wing to wing in formations which military airmen by conscious attention and unceasing vigilance strive to emulate. Let one of our pilots in such a formation relax for a moment or misjudge the distance to another plane -- the wings touch and the planes fall to earth. Not so the wild fowl equipped by nature for formation flying.

They also have other equipment which we may envy. It would be easier for our pilots if they, like the carrier pigeon, had in their heads some natural equivalent of an earth induction compass combined with a Bank and Turn Indicator which would enable them to find their way through darkness, wind and fog across those trackless skies which separate the continents.

When the earth is obscured by clouds and the horizon invisible, the airman cannot depend upon any inherent sense of equilibrium or of direction. He is inadequate in this respect, as in many others pertinent to flying. Bred on the ground, he is physically adapted only to moderate changes of barometric pressure and equivalent oxygen supply. Deprived of his accustomed alveolar oxygen pressure at high altitudes, his judgment suffers, conscious attention fails, circulation likewise, and unless relieved he perishes. Adjusted to slow locomotion, his organs are none too tightly anchored to resist the violent and sudden change with relation to gravity and inertia which aerial acrobatics demand. These acrobatics are essential to military maneuvers and combat; the Army pilot must out-fly the enemy or suffer defeat.

In the preceding remarks an attempt was made to indicate that flying is rather a difficult task because it is foreign to man's biological development and alien to his natural experience. Yet all over the world men are flying faster and farther, and none can say what the end of this era will be nor what the cost in health and longevity to be reckoned against their calling by these Argonauts of the air. In this strange new pursuit men are subject as never before to unwonted strain which must and does affect their bodies, not only in visible, tangible ways but doubtless equally so in manners more obscure.

The task of the military airman is particularly strenuous in that it oft-times involves the execution of a difficult and hazardous mission in addition to flying. To him the latter is only a means to an end. During active operations he must watch all parts of the sky incessantly for hostile aircraft and destroy or else escape them. Night flying is extremely fatiguing and bombing in active operations is usually conducted at night. This calls out the pursuit pilots to destroy enemy bombers and pursuit planes. Night flyers habitually suffer from staleness. High altitude flying is often a tactical necessity and is extremely exhausting when long continued.

In general, military flying under active conditions demands a high degree of skill and physical fitness. The military pilot must be able to fly automatically, devoting conscious attention to the performance of his mission and leaving to subconscious processes the operation of an aircraft which in his case may be regarded as only a means of transport and a mount for his gun, camera, radio or bomb.

All this involves strain on the human economy and its effects are manifested in various manners and degrees. Among the more visible and demonstrable effects of flying are those manifested upon the eyes and ears. Eyestrain accompanied by headache is often felt by aviators and mentioned after a long flight. Slight errors in refraction or imperfect goggles increase this eye strain. Physical examinations conducted immediately after a fatiguing flight may disclose eye muscle imbalance which clears up after rest.

Most of these effects are temporary, but the cumulative results of long continued flying appear likely to leave permanent traces. Because of their strict physical examination, military pilots begin with excellent ocular equipment and better than average vision. Since normal eyes wear better than abnormal ones, we may not expect any very startling figures from Army statistics. The figures for the Fiscal Year ending June 30, 1927, show that of 795 Regular Army pilots, there were 51 flying with waivers for defective vision, 9 with defective eye muscle balance and one with defective depth perception.

Defective hearing is common among aviators and is generally considered occupational. Many flyers are slightly deaf though it may not be noticeable except through watch test or audiometer. Deafness tends to progress in flyers. The roar of a 400 horsepower engine is terrific. Conversation is drowned in its presence. Communication is by signals. This noise, together with the effects of rapidly changing atmospheric pressure on the delicate structures of the auditory apparatus soon dulls the sense of hearing. These effects are cumulative, becoming permanent with continued exposure to the cause. Prolonged exposure to cold winds cause and aggravates catarrhal processes in the upper respiratory passages, and these extending to the middle ear produce sclerosis and retraction of the membrana tympani, occasionally resulting in otitis media. The labyrinth is probably badly shaken up on occasions and we do not know how much it may be damaged or deranged by such rough treatment, but the principle changes are probably in the middle ear and its outer wall, the tympanic membrane.

It is unsafe to fly with obstructed eustachian tubes, since the unequal pressure so engendered has caused intense earache, temporary disturbances of vestibular equilibrium, and even resulted in ruptured ear drums. Forced landings have been recorded in such cases.

Aside from minor losses of hearing, only demonstrable by the watch and audiometer, there were at the close of the last fiscal year among 795 pilots, 23 flying with waivers and one disqualified for deafness.

There is a high incidence of neuroses among aviators. These men are especially selected by careful physical examination more rigid in its requirements and standards than for any other arm of the service. It may be taken for granted that men for man they are probably as capable of withstanding nervous tension and shock as well if not better than the average soldier or officer. They certainly like their profession, the vast majority being enthusiastic flyers and only losing that attitude when in ill health or stale from being over-worked and over-flown. Out of 795 pilots on June 30th last, there were 9 physically disqualified for conditions classifiable under "instability of the nervous system". Also 14 pilots were temporarily removed from flying and 438 days lost as a result of neuro-circulatory asthenia. This is a condition generally recognized as occupational in aviators. The rate for N.C.A. for the entire Army is .53, which is approximately 1/27 of the Air Corps rate. It is probable that but for painstaking care by the Corps of Flight Surgeons who are always on the lookout for incipient staleness, the incidence and severity of neuroses would be higher.

When an aviator becomes stale he is unsafe to fly. Definite anxiety neuroses and fatigue neuroses likewise indicate grounding and are regarded as occupational by Flight Surgeons and flyers. In suitable cases a short rest and change often works wonders, and men who display such evidence of nervous strain as worry, anxiety, fatigability, insomnia, occupational dreams, increased psychomotor tension, and low Schneider Index are frequently rebuilt by timely rest and reassurance.

When the nervous system is deranged, every organ is deliteriously affected. Gastro-intestinal complaints, slight and serious, are common among aviators and may in many cases be justly attributed to nervous influences which may or may not have been caused by flying. It is the impression of many Flight Surgeons that gastric and intestinal disorders are somewhat more prevalent among flyers than among others, although we have no statistics to establish or disprove this opinion. No man can doubt the influence of the emotions on the entire systematic economy. We see frequent examples of this influence. Bad news upsets the digestion. We read that eight or ten persons died from the excitement of listening to the broadcasting of a prize fight. The sight of a snake paralyzes some persons, so that they are incapable of flight.

Comparatively little is known of the actual physiology of the emotions. We know, however, that certain ductless glands are vitally concerned in matters relating to the nervous system. Modern psychology is becoming more and more concerned with the effect of the emotions on behavior. Several recent books on this

subject have had a phenomenal circulation, indicating the widespread interest aroused. There is, perhaps, no field of human activity which demands as taut a rein on the emotions as does flying. It is significant that that form of behavior we call fear in an unconditioned (untrained, inexperienced) child, is brought forth by only two stimuli, namely, loud sound and loss of support. This reaction is, then, instinctive, for these two stimuli only, so far as known.

Fear of falling (or aversion to flying) is not only almost universal but is a perfectly natural reaction - instinctive. Rage and love or affection are the only others. The emotions are no longer looked upon as mental states but are wads of "behavior" which have to be learned like other habits. They are responses to the numerous varied daily experiences and contacts (conditioned responses to conditioned stimuli) and are elaborations of the three primitive reactions just mentioned. It is interesting to us as Flight Surgeons that experiments now being conducted seem to indicate that unconditioning can be brought about - emotional reactions can be removed as well as implanted. Both claims of psycho-analysts have not, however, been altogether realized.

Modern psychology gives great weight to subconscious influences. Complexes buried in the subconscious, though banished, are not dead. They ~~strive for expression~~; subconscious fears, though repressed or even suppressed below the ~~threshold~~ of consciousness, may yet be active and destructive when applied over long periods of time.

Emotional control is essential to meet the frequent emergencies encountered in flying. Never for an instant can a flyer afford to "lose his head". Stability of the nervous system is essential in a pilot. Any nervous weakness is apt to be brought out under the severe strain, constant alertness and feeling of responsibility which this occupation entails.

It has been said that airmen as a class are somewhat temperamental. They are probably not any more so than the general run of humanity. Flyers come from the same sources of population as men who follow other callings. It is possible that as a class they are somewhat more adventurous. The profession of flying demands rather more daring than most ground pursuits and the flyer having to depend upon himself while in the air naturally develops self reliance and individualistic qualities. Any neurotic tendencies are justly attributable to his occupation ~~rather~~ than to temperament. The act of flying demands constant alertness on the part of the pilot. He must constantly realize the fact that something is likely to go wrong and necessitate a forced landing or even a parachute jump. Not only must he watch his instruments but must scan the ground for a possible landing field to be utilized when necessity demands. For him, as in no other arm of the Service during peace, it is always a matter of active operations, as our annual casualties show. During the last calendar year there would have been about 20 more fatalities except for the parachute. The latter is a life saver; nevertheless, it takes considerable nerve to step out into space pull the rip cord and trust the rest to fate.

It is believed that ~~not~~ every man possesses the nervous stability to work daily under this realization and to feel or show no effects. It is not implied that airmen fly in a constant state of dread or nervous tension. On the contrary they are usually relaxed and at ease. They are trained to relax, and those rare flying students who "freeze the stick" never become pilots.

Among the primary symptoms of fatigue or incipient anxiety neurosis are occupational dreams of air accidents. When the pilot begins to dream of crashes he becomes a fit subject for concern by the Flight Surgeon. The nervous system in flyers is directly or indirectly affected by other factors aside from fatigue and possible subconscious fear. Eyestrain is a potent cause of headaches and asthenopic symptoms common among aviators. As previously said, ocular muscle imbalance is increased by long flights, especially at high altitudes.

The effects of anoxemia are extremely insidious. Low oxygen pressure at first over stimulates the nervous system, producing in many individuals an euphoric condition similar to alcohol; judgment and conscious attention fail, neuromuscular coordination is impaired, the cardiovascular system is at first over stimulated and later depressed, and if the condition continues too long death or permanent injury may result. Balloonists have fainted at high altitudes and recovered on descent to lower levels. Many pilots declare that they feel fatigued after a long flight above 5,000 feet than after a similar flight at lower levels. This is natural, as the heart is working over-time and compensatory processes are mobilized to maintain adequate circulation. The effects

of cold are keenly felt at high altitudes, and it is almost impossible to dress comfortably.

The effects of sudden changes in speed and direction concomitant with aerial acrobatics call for compensatory adjustment by the circulatory system. In pulling up from a steep dive, at the rate of 280 miles an hour, there is bound to be some temporary cerebral anemia and corresponding congestion of the splanchic vessels. One who executed the unusual maneuver known as the outside or inverted loop, wherein he dived from an altitude of 8,000 feet, describing a great circle 2,000 feet in diameter, while suspended against gravity and centrifugal force by his safety belt, mentions casually that in this maneuver all loose parts about the plane, including the blood of the pilot, tend to be thrown out. He states that the blood "coming to his head, while not at all dangerous, is most uncomfortable". This pilot's eyes were said to have been blood-shot for a while, but apparently he has suffered no permanent ill effects and is still going strong. It is said that pilots have momentarily fainted and recovered while in the air.

Air sickness is a common phenomenon among beginners and occasionally cannot be overcome. Whether attributed to nervous instability, cardiovascular stresses or to the effects of unaccustomed motion on internal organs, the fact remains that man was not primarily adapted to withstand such great strains and it is, indeed, surprising that he holds together as well as he does. After we have flown for as many years as we have walked the earth we may expect to develop greater powers of resistance and more aptitude for aviation. Until that time comes we may expect to encounter the effects of flying either as occupational neuroses, fatigue neuroses or possibly organic changes in various organs and systems.

Aviation being such a new occupation, there are comparatively few elderly flyers engaged, and statistical data is not yet available to prove or disprove whether flyers as a class fail faster than other men. A prize fighter is "old" at thirty-five. It is generally conceded that the average man begins to feel the effects of advancing age around forty and that at about fifty, more or less, he is no longer able to follow strenuous pursuits. We believe that this applies to airmen, and future statistics will show whether they tend to deteriorate at an earlier age than officers of other arms.

To be Continued.

NOTES FROM AIR CORPS FIELDS

Langley Field, Va., July 25th.

The 2nd Bombardment Group activities, because of this season, are at the minimum.

Coast Artillery Reserve officers on duty at Fort Monroe, Va., were given training flights in Bombers. Reserve officers on two weeks' duty at other Army posts in this vicinity were also taken for practice flights.

Three new Reserve officers who graduated from Kelly Field on June of this year - 2nd Lieuts. James N. Peyton, Charles S. Vaughn and Cassius H. Thomas, reported to Langley Field, July 9th and were assigned to the 49th Bombardment Squadron in the 2nd Bombardment Group.

The several beaches in the vicinity of Langley Field are sources of great pleasure to the officers and their families and the enlisted personnel. Some-time ago everyone received their first sunburn and consequently are comfortably tanned for surf bathing.

Captain Sam Browne, Flight Surgeon at Kelly Field, paid a brief visit to the post.

Major Walter H. Frank left July 23rd for Cape May, N.J., to join Mrs. Frank and Miss Helen Frank. They will spend the summer season in the Adirondacks.

19th Airship Company: Colonel C.G. Hall, of the Army War College, and Major J.D. Reardan, of the Chief's Office, recently made two training flights in the TC-10-254.

Orders were received from the Chief's Office attaching 1st Lieut. R.P. Williams to this organization for flying duty only. He is at present on temporary duty at the U.S. Naval Academy, where he is taking the course in Aerology. Lieut. Williams recently made three training flights with us.

The Airship TC-5-251 made a demonstration flight on July 3rd over the Nansemond River and Chuckatuck Creek Bridges as part of the program celebrating the opening of same.

Two special observation flights were made on July 5th for the Post Flight Surgeons, Major B.B. Warriner, Captains I.F. Peak and H.S. Steenberg.

Although our flying activities were slightly hampered by rain during the past week, our schedule of flights was carried out quite successfully. On July 9th and 11th special demonstration and coast patrol flights were made for the Coast Artillery Reserve officers stationed at Fort Monroe, Va.

A flight for observation of Field Artillery fire at Fort Eustis, Va., was made by the TC-10-254 on July 12th. Observations and corrections were made by radio, and the results obtained were highly satisfactory to the Artillery officers. Captain Sharp and 1st Lieuts. Bassett and Roberts, all of the Artillery, were the special observers on this flight.

Lieut. Wm.J. Flood reported for duty July 13th. He completed the Special Observers' course at Kelly Field, Texas, with the class starting March 1st. We are, indeed, glad to have him with us again, as the Lieutenant is very popular with the members of the command.

This year, as in the past, the 19th received a commendation from the General Inspector. The Company Commander, Captain Charles P. Clark, just received a communication from the Inspector's report commending us for the excellent showing of our personnel and equipment.

The Company Baseball Team, Champions of the Post for 1928, was tendered a beach party at Grand View on the afternoon of the 9th. Swimming was indulged in till a late hour when luncheon was served and the "Team" returned home in the Company motor boat at "lights out" tired and happy.

Bolling Field, Anacostia, D.C., August 1st.

Major Howard C. Davidson turned over his duties as Commanding Officer to Captain Donald P. Muse on July 12th and left for Fox Lake, Ontario, Canada, to enjoy a month's vacation. We hope he is having more enjoyable weather than we are.

Lieut. Louis M. Merrick, having arrived here from France Field, Panama Canal Zone, assumed the duties of the Operations Officer, relieving Lieut. Bob E. Nowland, who leaves for San Diego, Calif., en route to the Philippines.

Rockwell Field, Coronado, Calif., July 23rd.

Some changes have been made in commands at Rockwell Field since the last News Letter. Major A.L. Sneed is in command of Rockwell Field and Rockwell Air Depot; Captain H.M. Elmendorf is commanding officer of the 7th Bombardment Group and the 95th Pursuit Squadron; Captain E.C. Black is in command of the 11th Bombardment Squadron, and Captain R.H. Pritchard is in command of Headquarters 7th Bombardment Group as well as the Operations Officer of the field.

The Reserve officers are greatly enjoying their active duty during the annual summer training period and are great boosters for Rockwell Field. Lieut. W.K. Burgess, the popular camp commander, is very active and has the officers under his command extremely busy at all times. The social side is not overlooked and many impromptu affairs are held at the Coronado Hotel.

Major Shepler W. Fitzgerald, who was a recent visitor at Rockwell Field, was taken to El Paso, by Lieut. O.P. Gothlin, Jr., who was ferrying one of the Douglas O2-H airplanes to Fort Riley, Kansas.

Major H.A. Strauss, of Kelly Field, together with Captain A.C. McDaniel of Duncan Field, were recent visitors at Rockwell Field, arriving on July 16th in a Curtiss O-1 and departing the following day.

Major H.B. Clagett, Air Officer of the 9th Corps Area, paid an official visit to the field on July 11th.

Captain E.C. Black left Rockwell Field via rail on July 17th for San Antonio Air Depot, where he took delivery on an O-2 airplane, ferrying same to Rockwell Field on the 22nd and making the trip in a flying time of 11 hours and 45 minutes.

Lieut. W.L. Cornelius left Rockwell Field July 23rd by rail for the San Antonio Air Depot for the purpose of ferrying back a PW-9 plane.

Lieut. C.P. Kane, who recently returned from duty as a language officer in Japan, was detailed as the Depot Supply, Procurement and Property Officer of the Rockwell Air Depot, taking over the duties of Captain C.E. Giffin. Lieut. Kane and family are making their home in La Mesa.

The officers and wives of the Rockwell Air Depot gave a dance on July 14th in honor of the incoming officers and wives of the 7th Bombardment Group, 95th Pursuit Squadron and 11th Bombardment Squadron. The dance was well attended and every one reported an excellent time. The affair was to have been given a week later, but the date was advanced a week to permit Captain and Mrs. C.E. Giffin to attend before their departure for the Hawaiian Department on July 16.

Due to the efforts of Lieut. W.K. Burgess, Doctor Ford A. Carpenter, Staff Corps Specialist Reserve, noted meteorologist and Manager of the Meteorological and Aeronautical Department of the Los Angeles Chamber of Commerce, was induced during the past week to deliver a lecture to all officers of this post.

Brooks Field, San Antonio, Texas, July 26th.

With the publishing of the new pamphlet on Aerial Navigation and the receipt of additional equipment, the course conducted on this subject has become of such interest to the permanent officer personnel that it is predicted a number of the older officers will request Lieut. Holland to conduct lectures on this subject, particularly on the earth inductor compass.

The duplicate bridge tournament held in July at the San Antonio Country Club was won by Lieuts. R. Ott and S. Connell of Brooks Field.

Lieut. H.H. Holland was presented with a six pound girl on July 11th. Lieut. Holland has established what is believed to be a record for his daughter. When only 18 hours old the Lincoln National Life Insurance Company issued an educational policy in her favor.

Lieut. Warren Carter received a Distinguished Aerial Gunnery Medal for winning first place in the Aerial Gunnery Matches held at Langley Field in October, 1925. The presentation was made by Major S.W. Fitzgerald at the officers meeting on July 25th.

Marshall Field, Fort Riley, Kansas, July 27th.

For the past two weeks our schedule has been quite filled with the Reserve Officers' Training Camp and the ferrying of ships and supplies to the Mail Detail at Superior, Wisconsin. The entire training period was completed without trouble or accident of any nature, and we are busy with the training ships getting them ready for the next Reserve Camp starting August 3rd. The last camp

comprised 32 officers, all except two being Air Corps men. The exceptions were Lieut.-Colonel J.W. Leedom, Field Artillery, and 2nd Lieut. R.L. Welpton of the Infantry. The reason for these officers took training with the Air Corps was to enable them to become better acquainted with other branches of the service and hence make them more efficient in their own branches.

One cross-country flight was made to Wichita, Kansas, on July 19th, the airmen returning the following day. Wichita, the Aviation Capital, treated the flyers with the greatest courtesy and tendered them a banquet at the Wichita Country Club. Every one who made the trip reported an enjoyable time.

The following is the list of Reserve officers who attended the camp from July 9th to 22nd:

Lieut.-Col. J.W. Leedom	1st Lt. B.P. Meyen
Capt. R.B. Mosher	1st Lt. H.D. Wentworth
Capt. Henry Schlacter	2nd Lt. F.J. Bassing
Capt. L.V.S. Addington	2nd Lt. K.W. Fischer
Capt. Paul Jones, Jr.	2nd Lt. J.R. Leverett
Capt. W.R. Johnson	2nd Lt. H.S. Smedley
Capt. J.O. Lewis	2nd Lt. J.A. Sturtevant
Capt. M.L. Lawton	2nd Lt. R.L. Lane
1st Lt. R.V. Campbell	2nd Lt. C.E. Cheney
1st Lt. D.B. Ellis	2nd Lt. J.L. Manley
1st Lt. G.J. Thomas	2nd Lt. R.G. Martin
1st Lt. W.B. Warde	2nd Lt. E.C. Pierce
1st Lt. V.E. Williams	2nd Lt. R.R. Randall
1st Lt. O.E. Davies	2nd Lt. T.A. Stratton
1st Lt. E.G. Dixon	2nd Lt. W.R. Weaver
1st Lt. C.B. Geise	2nd Lt. R.L. Welpton
1st Lieut. A.E. Johnson	

Lieut. Homer C. Munson, Air Corps, went to Santa Monica, Calif., to ferry a new O2-H to this station, while Lieut. Robert E.L. Prittle, Air Reserve, took an O-2 to Fairfield to be overhauled.

With seven Reserve officers now on active duty at this station we hope to be able to acquire a few more service type ships in the near future.

Capt. Levy Johnson, our Flight Surgeon, and Lieut. James L. Daniel, Jr. have gone to Superior, Wis., in an O-2-C for the purpose of giving physical examinations to the officers on the mail detail. Lieut. Herbert E. Rice has also gone to Superior to ferry supplies to the detachment.

Lieut. Wilbur Erickson, Air Reserve, is back with us after some unusually hard luck on the trip to Superior. He narrowly escaped injury in two crashes, and had only a bruised nose to show for his experiences.

Wright Field, Dayton, Ohio, August 6, 1928.

The Hon. F. Trubee Davison, Assistant Secretary of War for Aviation, spent several days at the Materiel Division during the week of July 9th for the purpose of conference with General Gillmore. While here he addressed the personnel in the auditorium.

"The past year", said Mr. Davison, "is the best aviation has ever had. This success is the result of years of hard work, devoted service, casualties in pioneering work, research, and much flying. One thing we are in danger of losing sight of is the vital importance of military aviation. Military aviation must be developed, for as in the past so in the future will the greatest military progress come through it to commercial and general aviation."

Lieut. Carl Greene left the Materiel Division recently to make a tour of Detroit, Buffalo, Boston and Washington. In Detroit he presented a paper before the A.S.M.E. on "Wing Flutter"; in Buffalo he attended a conference at the plant of the U.S. Aluminum Company on the "Joint Program on Thin-Gage Dural Sheets Made up of Corrugations of Curved Flat Elements"; in Washington he conferred with the Bureau of Standards on a possible mean for cutting down or eliminating noises from propeller test rigs and torque stands. The trip was made with perfect flying weather, and all schedules were met without obstacle.

Lieut. Guy E. Lawrence, Air Reserve, just completed two weeks of active duty with the Materiel Division. Mr Lawrence is at present with the

Pioneer Instrument Company, New York City. It was good to see Mrs. Lawrence (nee Agnes Knightman) again. She was formerly also with the Materiel Division. Lieuts. F.O. Carroll and R.C. Zettel each ferried an airplane to Bolling Field, July 18th, making the trip in 3 hours and 20 minutes.

General and Mrs. Gillmore will sail on August 22nd for an extended tour of Europe.

Acting Secretary of War Charles B. Robbins was a guest at Wright Field on July 26th. The flight was part of a tour of inspection of various Army Posts in the country.

A.C. Advanced Flying School, Kelly Field, Texas, Aug. 11th.

Major Tien Lai Huang, Chinese Army Air Corps officer who is making a four-month tour of the United States, visited the Air Corps Training Center and Kelly Field on Wednesday, August 1st. Major Huang has been making a study of flying schools in the United States, and carrying forward preparations for a trans-Pacific flight from the coast of California to China, via either Wheeler or Luke Field, in Hawaii.

During his tour of inspection Major Huang expressed the desire that the United States Air Corps send to China competent flying instructors to aid in organizing and perfecting plans of training and flying schools for the Nationalist Air Corps.

"The Nationalist Government is on a stable basis at this time", he said, "and is ready to place several flying schools in operation."

"There is little doubt that the United States is turning out the most efficiently trained flyers in the world today", Major Huang said. "I have visited practically every European country within the past few months and have observed their training methods. From my observation of training methods in your schools here I see that it is only the fittest of the fit that survive the rigorous requirements."

"With the standards of requirements for candidates so high and the intensive twelve months of training the students are compelled to undergo, the product of your flying schools here could be nothing but the most efficient. I am hoping that we may be able to install some such methods without loss of time when our schools are brought into operation."

Major Huang has procured a tri-motored Prudden plane for his contemplated flight, and will be accompanied, if present plans are carried out, by Harold J. Lynch, who was at one time Colonel Lindbergh's instructor.

Major Huang received his university training in the United States. He completed the regular four year course at Syracuse University, later obtaining his degree of PHD from Columbia. He has also studied languages at Harvard and is an accomplished linguist, speaking English, Japanese, German, Russian and French quite fluently.

Congressman Melvin Maas, representative from Minnesota, arrived at the Air Corps Training Center August 6th for a short tour of inspection of Brooks and Kelly Fields. Congressman Maas is greatly interested in the Air Corps, especially in the various methods used in student training. While here he was taken for flights in several different types of training planes.

On August 8th the Congressman, flown by 1st Lieut. John V. Hart, proceeded to March Field, Riverside, Cal., for further study of the Training Center.

An Athletic council composed of the executive officer, all squadron commanders, the Post Exchange officer and the E & R officer was recently formed for the purpose of sponsoring and promoting athletics of all kinds among the men of Kelly Field. Under the present plan the organizations will compete against each other for points, each man entering an athletic event earning for his organization a certain number of points, or credits. At the end of the season the organization making the highest total number of points from all events is to receive a shield trophy for the all-around 1928-1929 championship in athletics for Kelly Field. 1st Lieut. Stanton T. Smith, the E. & R. officer, has announced the following schedule for the coming year.

(1) Football from August 10 to the end of the season. Each man qualifies by playing in at least one game. 50 points per man.

(2) Swimming meet during first week of September. Speed-distance-diving.

First place 150 points

Second place 100 "

Third place 50 "

- (3) Track and Field Meet about March 15th:
 First place (plus points earned) . . 300 points
 Second place " " " . . 200 "
 Third place " " " . . 100 "
- (4) Baseball from March 15th to the end of the season:
 First place. 500 points.
 Second place 300 "
 Third place. 100 "
- (5) Boxing once each month, 10 points to each man fighting.
- (6) Wrestling once each month, 10 points to each man matched.

The first boxing match to be held since the Council was organized took place on the evening of August 6th, and consisted of four fast preliminaries, two special events and a special exhibition. The main go, scheduled to be between K.O. Riley, West Side Athletic Club of San Antonio and Kid Broussard of the 40th Squadron, was not fought, due to the failure of Riley to appear. In the special exhibition, Bill Manness of San Antonio won a decision over Gene O'Neill of the 10th School Group in a fight that was characterized by sporadic flashes of speed. Manness weighed in at 158; O'Neill at 150.

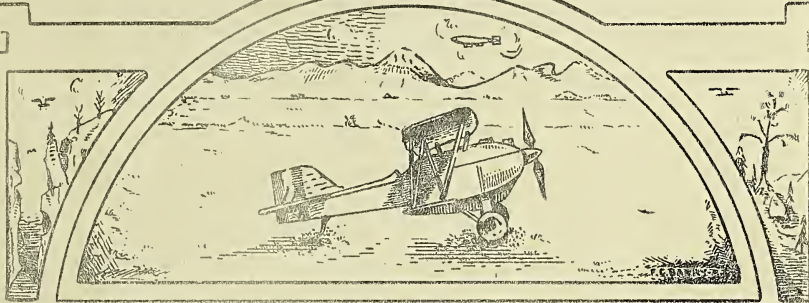
In the special event between Andy Kralosky of the 48th Squadron and Babe Dare of San Antonio, the referee declared the match to be a draw. Weights of the fighters were : Kralosky 140; Dare, 138.

Corporal Baldwin of the 48th Squadron fought Red Foster of Fort Sam Houston through four rounds that were inclined to be slow and uninteresting. Occasional flashes of color were apparent, however, and twice it seemed that the fighters would stop clinching and fight a little. When the bell stopped the scrap neither man was badly damaged, and the referee announced the fight a draw.

Of the preliminaries, Battling McQuade of the 43rd Squadron and Don Carroll of the 48th put on the outstanding event. These men weighed in at the ringside at 126 pounds. From the first bell until Carroll was knocked out, the fight was full of the fastest action that has been seen in such an event at Kelly Field. Both fighters went out of their corners at the start with instructions from their trainers to rush in and finish the fight in the first round. After one minute and five seconds of mad fighting, and before the spectators could realize exactly what was taking place, McQuade put a hard left hook to Carroll's temple and Carroll fell into the ropes and slid to the floor. He got up immediately, but kept his head down until the referee had counted nine, then rushed back into the fight with as much speed as he had started it. McQuade got in another left jab to Carroll's jaw, and, dazed, Carroll started to shuffle away. Before he could get clear McQuade snapped out a stinging right that connected with Carroll's jaw, and Carroll went down for the count.

Carroll, immediately after the fight, challenged McQuade to a return bout, which will probably be fought on September 6th.

Travelling as a representative of the German Government, Major von dem Hager German Army, visited Kelly Field and the Air Corps Training Center on August 11th. Since arriving in the United States the Major has visited Wright Field, Selfridge Field, Chanute Field and Scott Field. His present itinerary will take him to Fort Crockett on August 15th, and to Fort D.A. Russell about August 18th.



Air Corps

News

Letter



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C.

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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BOLOGNA, BALLOONS AND HELLIGERENCE

By Lt. W.O. Eareckson, Air Corps

If the man who designed the Tower of Babel could have been in the Detroit Statler Hotel at almost any time during the week prior to July 30th, he would have felt right at home, the reason for this linguistic chaos being that the prize "Balloonatics" of all nations were gathered there for participation in the Twenty-second Annual International Balloon Race for the James Gordon Bennett Trophy.

Since to the uninitiated, the above paragraph may carry about the same amount of idea picture as the Fourth Dimension does to me, I will endeavor by the use of some time, and more ink, to answer a few of the questions which my psychic powers tell me are welling up in the throats of most of the prospective readers of this article; for example, such questions as: Who was James Gordon Bennett? Why is a free balloon? Of what value is it to any one, particularly the Service, etc., are pertinent, obscure and, therefore, worthy of a brief answer.

Be it known, then that a free balloon was the first medium of aerial transportation ever successfully attempted, and chalk up the credit to the Brothers, Montgolfier, who in June, 1783, first found a valid excuse for hot air. It was they who converted this political lubricant into an ascensional force for their crude paper craft, and at Ammonay, France, successfully demonstrated its ability to sustain both physical matter and animal life in a previously unexplored medium -- the air.

Since this first ascension, balloons in one form or another have been used for various purposes. During the French Revolution, the Civil War in America, the Franco-Prussian War and the last European squabble, observation from balloons played quite an important part in the trend of events. And when one stops to think that the Zeppelin of yesterday, the airships of today and the huge rigid air-liners of tomorrow, are merely motorized balloons, one can begin to realize their importance. In the Services, lighter-than-air training is accomplished in free balloons, because, an airship with disabled motors reverts back to a balloon, and it is essential that the pilots be able to handle it as such in this contingency. It will be remembered in this connection that when the "Shenandoah" met its fate, part of it was successfully landed several miles from the scene of the disaster with a consequent saving of thirteen lives.

Balloon racing, however, is a sport, and purely as such has been going on in Europe for years. In 1906 James Gordon Bennett, an American sportsman, offered a cup to go to any nation whose representative balloon team should three consecutive times win the annual international race, this contest to be held in the country whose team had won the race the preceding year. The original trophy was won by Belgium when their star balloonist, Ernest Demuyter, four times won the race. The trophy which the United States acquired this year was one which the Aero Club of Belgium tendered to replace the original James Gordon Bennett cup.

All of which having been duly explained, we may now proceed to Detroit and this year's race. But before we take off, let us first look over the equipment of the various teams, and see where we all stack up before we get beyond the reach of assistance from the Ground. Naturally, the two prime essentials of a racing balloon are lightness and gas tightness. The equipment should be light so that the maximum amount of ballast can be carried, and gas-tight in order that the purity of the gas will not be impaired by leakage and with a consequent loss in lift. From this point of view Captain Kepner and I found ourselves severely handicapped, for, whereas all the other contestants had racing balloons, ranging in weight from 800 to 1000 pounds, complete, our rather ancient service type craft weighed a trifle in excess of 1400 pounds. This meant that we would

take off with approximately 24 hours less ballast than any other contestant and, in the event of slow winds and a long race, would not only stand much less chance of winning than any of our competitors but, in order to make a decent showing, would in all probability have to risk out G.I. issue necks. However, the proximity of the Atlantic coast and the direction of the prevailing wind made it seem to us that meteorology, navigation and skill rather than ballast would count. In other words, we figured that in all probability, barring accident, all of the balloons would land on the Atlantic coast with ballast, and that victory would fall to the lot of the pilot who could so take advantage of local conditions en route that his coastal contact point would be the farthest distance from Detroit.

Our hopes were somewhat chilled, however, when, on the day of the race, the weather map showed light winds from the northwest, which gained velocity with altitude and which bid fair to entirely calm down about 20 to 24 hours from Detroit. This condition definitely gave the advantage to the lighter racing craft, for it undoubtedly meant that the race would be in the nature of an endurance contest. Some folks just naturally can't be made to feel downhearted, however, and so it was that Captain Kepner and I found many opportunities for mirth as we ambled around through the truly spectacular collection of pulchritudinous femininity while we equipped our harnessed bubble for its long aerial trek.

At last the time arrived; partially controlled crowds overran the field. The starter's gun cracked and, amid a volley of German expletives, (which may have been perfectly proper but didn't sound so) the first great bag swung aloft and soared slowly away in the general direction of the rising sun. Every five minutes thereafter another spherical menace to our chances was released, until at 4:45 P.M., we, ourselves, left the ground and severed all earthly ties.

The last five minutes, prior to the take-off, are busy ones at best, and in a race they are the acme of pandemoniumistic chaos. In addition to the normal checking of the various odds and ends which accompany a normal flight, there are many other things to be done. Children who, of course, can never be denied, clamor for autographs; men friends paralyze the hands with fervent good luck clasps; feminine friends, acquaintances and well wishers obscure the view with their own little way. Presents are thrust into the basket (everything from New Testaments to cork screws); and then there is the sponsor proposition.

Be it known that a sponsor is a serious problem. She is usually a proper, but may be an improper noun, feminine gender, singular number -- or maybe not, and if not, hubby is present -- anything from subjunctive to imperative mood, and neither active nor passive voice. She sometimes stands alone, but more often is modified by a local chapter of Beau Brummels, who would like nothing better than to impose a sentence on you, the pilot or aide. This lady, then, when the excitement is greatest, steps up and presents you with a large bouquet of cut flowers worthy of adorning an Italian marble headpiece. Enter the problem! To kiss or not to kiss, that is the question; whether to gallantly gather her girlish garments gently in a genuinely gentlemanly gesture, as did the pilot of the previous balloon, and be slapped for your pains, also as was he, or merely to shake the festive hand, smiling a chaste, silent smile, as did another coy pilot, and try to live down the look of baffled fury and impotent disappointment which accompanied the act. But that is where the aide comes in. His job is to retrieve the honor of his team by being on the alert to rectify any such situation and to smilingly receive the consequent slaps, if any. Having accepted the flowers, the next step is to answer a series of questions, such as: Aren't you afraid to go up in that thing? How long will you be up there? But what will you do when you want to -- that is, when you sleep? Usually, this is the last question, and the starter's gun ends the episode, sending you aloft.

So it was on this last race from Detroit. Our balloon, being a trifle light, began to mount fairly rapidly. As we left the ground, I pulled the breakaway cord used to break the tieoff on the appendix, so that the gas expanding with the decreased pressure of increased altitude will have an outlet, and will not burst the bag as it would if confined. This done, I began to busy myself with straightening up the basket, while Captain Kepner stood the first watch. Some premonition caused me to look up, and the act saved our necks, for I saw that the breakaway cord had not broken the tieoff and that the gas with no means of egress from the bag was causing the appendix to stand

out rigid, showing that the bag was causing the internal pressure was mounting dangerously. There was just one thing to do, and I lost no time in climbing the appendix rope hand over hand and breaking off the tieoff. This was immediately followed by an outrush of suffocating coal gas, which made me slide to the safety of the basket with an agility only to be equalled by my earliest Darwinian ancestors.

Once free of the earth, we started in a general southeasterly direction and rose to 2000 feet, the altitude at which we had decided to fly during the night. We did this, not because the best wind was there; - the fastest wind was at 7000 feet - but to save gas and ballast, for our aim was to keep that old bag aloft as long as it was humanly possible. The balloon seemed possessed, however. It kept dropping from beneath us, and, over controlled, mounting higher than ever. These oscillations were costly in ballast, and it was almost dark before we got out of the convection currents and settled down to peaceful flying.

Captain Kepner awoke me near midnight as we soared over Cleveland, and I found that our course was more easterly than before, with about the same speed, 10 to 15 miles per hour. The balloon behaved beautifully during the night, and almost no ballast was expended until near noon the next day, when it was necessary to go above the intermittent canopy of cumulus clouds in order to avoid the alternate expansion and contraction of the gas, due to the intermittent superheating effect of the sun's rays. This was near Stubenville, Ohio. All day we flew in plain sight of four other balloons, hanging like tiny toys in the marine blue dome which arched above the icebergs and snowdrifts of this cloud fairyland.

As evening drew on and the sun's rays began to lose their heat, our gas gradually cooled and we began to descend. This, naturally, necessitated an expenditure of ballast. Slowly, then, we settled - so slowly that it took us four hours to descend from 12,000 feet to the treetops, where we rested like a feather on the cool strata of air near the earth's surface. This particular earth belonged to West Virginia, and was decorated by the Blue Ridge Mountains, which reared their impressive heads to an altitude of 5000 feet above our take-off point. Ridge after ridge of these anti-flood sentinels barred our way, but we undulated over them easily without the expenditure of any ballast, following the profile of the mountains and valleys as we rode the ground wind in a more and more southerly direction. As night came on a full moon smiled down from the sky, flooding the countryside with that mellow light which is so justly blamed for June weddings and trips to Reno. The scene was beautiful, with the high wooded hills, one side bathed in moonlight, the other shrouded in sombre shadow, and in the valleys a ghostly gossamer mist bejeweled with myriads of twinkling fireflies, and here and there the steady unwinking light from the cottage window of some sturdy backwoodsman. Romance! It was all I could do to keep from blindfolding myself and trying to neck Kep. However, his thirty hours' beard looked most uninviting.

Near midnight, trapped in an airless valley, we donated half a bag of sand to Erebus, and ascended to 9000 feet where we hung over the same town and shivered until daylight.

As the rising sun gained in warmth, I brought the balloon gently to earth, valving just a trifle more lift than the increasing superheat was causing. This was a wind run, and we found a north wind at about 200 feet above the earth. This we rode until the convection currents began to bother the balloon, when I allowed the sun to lift us to 1000 feet, where we stayed until clouds began to form over us. All this was with the use of no ballast. We had only three bags of sand left, but we had quite a collection of miscellaneous junk, and we considered anything and everything in the balloon as ballast, including our clothing.

Now here is a queer thing. Knowing our balloon to be the heaviest in the race, we naturally considered our chances of winning, nil, and at this time we figured that most of the balloons were far, far ahead of us, yet for some reason, call it pure mulishness if you like, we had every intention of going on until there was nothing left to use for ballast, and regardless of at what altitude that situation might occur.

Since clouds started forming at 1000 feet, I let the balloon slowly rise until we came to rest at 20,000 feet. At this high altitude we found a nice 20 mile wind blowing us southeast, and were accordingly elated. At this time we had been in the air some thirty-nine hours, and consequently were not too

rested; our food had given out many hours before, and visions of luscious steak smothered in Bermuda perfume, worried us. In addition to this, it was cold. Personally, I had on two heavy undershirts, a football jersey, a woolen sweater, a leather jerkin and a fleece lined flying suit, but my teeth still continued to chatter. Besides, the oxygen content of the air is not too great at 20,000 feet. This causes any exertion to greatly multiply itself, so we found ourselves gasping for breath like two goldfish on a parlor rug. But gasp we did. Our lesson in the year before, when at 27,400 feet, I had gone out like a candle, was still fresh in our minds, and we were not to be caught napping again.

All this sounds as though we were pretty miserable. We weren't comfortable, but far from being downhearted. I remember telling Kep about the young married couple in the Pullman. You know, the one where the bride said -- but that I fear is beyond the scope of this text, as they say in the engineering books.

At this time we were using about half a bag of sand an hour, and we knew that our flight was nearing its end. We had decided to use all our sand at pressure height, hold our descent to a moderate rate, say under 1500 feet per minute, with our clothing and equipment, and drop our two parachutes just before we struck. Our confidence in that heavy bag parachuting was not too great. Well so that's what we did. With the last of our sand gone, we waited for the next down trend which would carry us this time to earth, and we were too tired to worry much, how fast. At last it came, and I watched our rate of descent increase gradually to 1000 feet per minute. Then I began to drop over some of the equipment, little by little. Finally we had dropped even the basket lining and had only our clothes and parachutes left. Our speed downward at this time had decreased to 800 feet per minute, and, due to the slight parachuting effect of our bag, remained at that figure. This was the only thing that saved us from landing nude. As it was, we dropped our heavy outer garments, and, just 100 feet from the ground, our parachutes. We landed with a dull thud in a tobacco field, three miles southeast of Kendridge, Virginia, and the flight was over.

As a matter of course, we shook hands. The race no longer mattered. We had landed and we were satisfied with our performance. We had kept that ancient balloon in the air, forty-three hours and thirty-five minutes - fifteen hours longer than anyone else had ever been able to do. Reviewing our flight, we did not find a single thing that we would have done differently. Naturally, we thought we would be near the last, but what of it? We had done our best and no one would ever understand but us. No alibis, no equivocation, no nothing; let it rest, it was over.

Oh boy! But what a grand and glorious feeling it was when the X² boys and the other technical hombres hashed it out, and we found that we, handicapped as we were, had won their funny race. We are still the most surprised pair on earth, but it is a great feeling.

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ARMY PLANES PARTICIPATE IN DEDICATION OF LINDBERGH FIELD

Participating in the dedication flight over Lindbergh Field, San Diego, Calif., at noon on August 16th were 82 Army planes. Rockwell Field was the scene of great activity, this being the first time that so many airplanes were in the air at one time since 1918, when 212 Army planes flew a mass formation over San Diego in celebration of the signing of the Armistice. DH's and PT-3s from March Field; PT-1s from Clover Field; O-2s of the 11th Bombardment Squadron and PW-9s of the 95th Pursuit Squadron, Rockwell Field, made an impressive line extending over a mile along the south side of the airdrome. Six planes of the California National Guard were also included in the array of military aircraft.

At 11:30 A.M., the Army planes started taking off in three-ship formations, echeloned to the right, and turned back along the Silver Strand toward Imperial Beach. The aircraft squadrons of the Battle Fleet, now concentrated at North Island, took off immediately following the Army formations, bringing the total number of planes in the air over San Diego to 222. Due to poor visibility and a low ceiling, the plan for a mass formation of both Army and Navy planes was abandoned, and the various squadrons passed over Lindbergh Field in loose formation. The first element was over the reviewing stand on the field at exactly 12 noon, according to schedule. The planes all landed in their original formations, after passing in review twice.

Not an accident of any kind occurred to detract from the success of the flight.

MOORING MAST REMOVED FROM ROCKWELL FIELD

Acting on a request from the Secretary of War, the Bureau of Naval Operations has ordered the removal of the Navy's mooring mast from Rockwell Field. This will be done as quickly as possible. The foundations and anchors for the guys are to be removed also, and the material stored at the Naval Air Station at North Island. The Navy has been ordered to remove its spotting battery from the Army side of North Island. The battery, consisting of three-inch guns, was used to train flyers in spotting.

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SIAMESE OFFICERS FLY OVER BOSTON AIRPORT

Mr. Debevaldi, Secretary of the Siamese Legation in Washington; Lieut.-Col. Amara and Major Deves, of the Royal Aeronautical Service of Siam, all of whom were spending their vacation at Gloucester, visited Lieut. Donald G. Duke at the Boston Airport. The visitors were shown the Airport, hangars, barracks, equipment, etc. Colonel Amara and Major Deves, both airplane pilots, were each granted the use of a PT-1 plane in which they flew solo after being checked out by Lieut. Duke. The personnel at the Airport were greatly interested watching them perform a few wing overs and make several excellent landings.

The gentlemen from Siam were very much pleased with their visit at the Airport and informed Lieut. Duke that he would see them again.

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BROOKS FIELD PERSONNEL ENTERTAINED AT COLORADO SPRINGS

Majors Oldfield and Greene, 1st Lieuts. Kennedy, Duncan, Watson, Rich, Lehman, Staff Sgt. Connors and Privates Carlos and Walker attended the Pike's Peak Air Meet held to dedicate the opening of the municipal airport at Colorado Springs, Colo. The airport consists of one section of land with two steel hangars for storage facilities. It is fully equipped for night flying, the field boundaries being marked with lights and having a beacon mounted on one of the hangars to enable the locating of the field at night.

All of the visiting pilots were the guests of the Chamber of Commerce. On Friday, August 10th, the visiting pilots were entertained with a smoker and boxing bouts by Mr. Cussack at his summer home, 20 miles from Colorado Springs. On Saturday the entertainment committee of the Chamber of Commerce escorted all of the visiting pilots on a trip to the Cave of Winds and the Seven Falls. On Sunday a trip was made to Pike's Peak. This was followed by a dinner at the Broadmoor Country Club and later by a dance at the Broadmoor Hotel. Saturday and Sunday afternoons were occupied by aerial events, participated in by both the visiting civilian and army ships. During their stay all visiting pilots were the guests of the Chamber of Commerce at the Plaza Hotel.

In addition to the entertainment given by the regular committee, individuals tendered invitations to so many affairs that it was a source of embarrassment to the visitors to necessarily decline some of the invitations, it being impossible to be present at several places at the same time.

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SECRETARY OF WAR VISITS ROCKWELL FIELD

Rockwell Field was recently honored with a visit from the Secretary of War, the Hon. Dwight F. Davis, who arrived in a Douglas Transport airplane piloted by Lieut. Lester J. Maitland a few minutes before 4:00 o'clock. The Secretary was welcomed by Brig.-General Ralph H. Van Deman, commanding the Sixth Brigade; Major H.B. Claggett, Air Officer of the 9th Corps Area; Major J.H. Houghton, Acting Commanding Officer of Rockwell Field and his staff of officers; and civic leaders, including Mayor Harry Clark of San Diego, Congressman Phil Swing, Mr. Jerry Sullivan, Jr., President of the Chamber of Commerce, and others.

The Secretary made an inspection of Rockwell Field and conferred with Majors Claggett and Houghton with regard to plans for the future development of the field. A salute of 19 guns was fired as the big Douglas Transport touched the ground, after being escorted from Oceanside by a number of PW-9 airplanes which had gone up the coast from Rockwell Field to meet the Secretary. After the inspection the Secretary and his party returned to Los Angeles by air.

MORE SEVEN-MEN JUMPS AT BROOKS FIELD

A previous issue of the News Letter recorded the fact that seven men made parachute jumps from planes flying in formation, and that one of the jumpers, who was caught in a rising air current, descended with his parachute at an average rate of only three feet per second.

On August 18th another wholesale parachute jumping event took place at Brooks Field, but on this occasion the men encountered a descending air current. The parachute jumps were made from a seven ship Vee formation from an altitude of 2,000 feet. The rate of descent was 20 feet per second. The normal rate of descent being only 16 feet per second, a number of inquiries were made at the parachute department regarding the acceleration of the speed of descent. The parachute department attributed the rapid descent as being due to the jumpers being in a descending convection current caused by the cooler weather.

The men making the jumps were Sgt. P.W. Betzenberger, Corporal D.C. Bradford, and Privates E. Bezency, T. Garner, W.R. Herndon, E.A. Vaughn and J.A. Reuter. Parachute jumping from formation is becoming a weekly event, as there are still a number of applicants on file at the Parachute Department requesting permission to make a jump. The residents in the vicinity of Brooks Field never seem to tire of watching the jumps, as all of them are always attended by quite a number of spectators, including transients passing through to the coast.

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CONGRESSMAN MAAS INSPECTS ROCKWELL FIELD

Congressman Maas, of St. Paul, Minn., piloted by Lieut. J.V. Hart, Air Corps, recently arrived at Rockwell Field, San Diego, Cal., in an O-2A from Brooks Field, Texas. The Congressman made a thorough inspection of Rockwell Field during his visit. He is very much interested in all phases of aviation, is a World War veteran of the Marine Corps, and holds a commission as Captain in the Marine Corps Reserve at present. He is also a member of the Foreign Affairs Committee.

Congressman Maas and Lieut. Hart departed for March Field several days later and returned to participate in the dedication of the Lindbergh Airport.

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FIRE DESTROYS HANGAR AT KELLY FIELD

Fire from an undetermined cause completely destroyed a hangar and six airplanes at the Air Corps Advanced Flying School on Sunday morning, July 29th, at about 9:30 o'clock. The fire was first discovered by Corporal Endicott, 42nd Squadron, who reported it to the fire department and then attempted to open the doors of the hangar. It was thought at first that there was a possibility of saving some of the planes, as only one O-2 was at that time on fire, but before the fire trucks arrived the fire had spread to the other planes and the danger of an explosion made it impossible to enter the building safely. One DH, three O2s, one O-11 and one O2-H, several dollies, one Liberty motor and the normal accessories of the building were completely destroyed.

A board of officers, consisting of Captain Arthur Easterbrook, 1st Lt. William A. Lanagan and 1st Lt. Frank Kuhn (QMC) was appointed to investigate the cause of the blaze, but it is doubtful if the reason can be learned. No one was in the immediate vicinity of the fire at the time of its outbreak, and it was not for some minutes after it had started that Corporal Endicott arrived. It is generally believed, however, that a short circuit in the O-2 which was the first to burn was the cause.

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MOTORS CHANGED ON PLANE IN JIG TIME

The News Letter Correspondent from Marshall Field, Fort Riley, Kansas, expresses the belief that the 16th Observation Squadron stationed thereat made a record on changing Liberty motors. On August 4th at 10:00 A.M., an O-2 was flying a mission with the Reserve officers when the motor went bad. Due to the shortage of that type of plane which was needed for the mission and the immediate necessity for using this particular O-2, the motor was changed and on the line running at 1:50 P.M. the same day ready for test. "If anyone has a better record", the News Letter Correspondent adds, "let us hear about it".

AIRPORT DEDICATED AT SHREVEPORT, LA.

Brooks Field personnel comprising Captain Mileau, Lieuts. Cheatle, Davasher, Holmes, Lehman, Knapp, Rodeick, Carlson, Barber, Privates Walker, Hurt and Sandlin flew to Shreveport, La., August 4th for the dedication and opening of the Shreveport Airport, sponsored by the Chamber of Commerce of that city. All were guests of this commercial organization and stated upon their return that they were royally entertained by their hosts.

The new airport renders excellent service to visiting pilots, keeping a licensed mechanic on duty 24 hours a day. Transportation is available to and from town any hour of the day or night. Ships are serviced on the field by a specially equipped Mack truck. The gasoline is Government specification, furnished by the Standard Oil Co. of Louisiana. Floodlights and a beacon are being installed for night flying. The airport is equipped with a modern hangar, 80 x 110 feet, with a 16 ft. clearance. Government ships are given hangar storage without charge. The field is well drained and measures approximately 2500 feet north and south by 2,000 feet east and west. Within the next sixty days it is expected that Shreveport will have one of the best equipped airdromes in the south.

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VIRGINIA'S EXECUTIVE FLIES IN AIRSHIP

Governor Byrd, of the State of Virginia, was flown recently from Richmond to Camp Byrd, Virginia Beach, in the Airship TC-10, piloted by Lieut. Starkey of the 19th Airship Company, Langley Field, Va. Governor Byrd used the airship for a reviewing stand after his trip to the Camp as he reviewed the 183d Infantry of Virginia. Included in the reviewing party were Colonel C.C. Culver, Commanding Officer of Langley Field; Adjutant General W.W. Sail; Colonel J.F. Bright, Mayor of Richmond; Assistant Adjutant General Willard Newbill, and former Senator E.G. Dodson, of Virginia.

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AERIAL MAPPING OPERATIONS IN THE PHILIPPINES

The mapping personnel of the 6th Photo Section, Air Corps, stationed at Camp Nichols, Rizal, P.I., returned to that station June 2d, after having completed a 5000 square mile aerial photographic survey of the unexplored mountainous region of northeastern Luzon.

The northern end of the project was started on May 2d, using the landing field at Aparri as a base. Two DH-4B photographic airplanes were used for the photographic work, and a Martin Bomber, furnished by the 28th Bombardment Squadron, was used for transporting airplane and photographic supplies. It was planned to use the Martin Bomber also for dropping camp and food supplies to photographic personnel in case of a forced landing in the jungle.

Shortly after the arrival of the planes at Aparri, a typhoon signal was hoisted and the project was delayed one week. The photographic work was started on May 10th and continued until the 16th, when all of the planes returned to Camp Nichols.

On May 26th, a Loening Amphibian, equipped for photography, left Camp Nichols for Casiguran Bay to complete the southern end of the project. The U.S. Coast and Geodetic Survey steamer "Fathomer", which was stationed in Casiguran Bay, was used as a base. A number of three and four hour flights at 1,200 ft. were made, and excellent results obtained. The Amphibian, which is the latest type received in the Philippines, functioned perfectly. On a number of flights it took off from a smooth sea with pilot and photographer, 120 gallons of gasoline, three cameras and full emergency equipment, and climbed to 12,000 ft. in 45 minutes. The project was finished on June 2d and the Amphibian, escorted by planes from Corregidor, returned to Camp Nichols.

It is interesting to note that practically all of the photographs taken on this project were made between the hours of six and nine o'clock in the morning. Clouds formed over the mountains after nine o'clock. Over two thousand negatives were made of this area, and the work of printing and assembling required several weeks. Copies of the photographs taken on this project will be furnished the Philippine Department and mapping agencies of the Insular Government, who were financially responsible for its completion.

LIEUT. BROOKLEY HAS HIS INNING

At 4:30 P.M. on a certain Thursday in August a formation of four PT-1 planes from Brooks Field, San Antonio, Texas, was flown over the home of Chaplain Harkins. The ships were in a Vee formation, with the number four position vacant in memory of the departing Lieut. Charlie Myers who was then joining the ranks of the Benedicts. The formation was led by Lieut. Brookley, with Lieuts. Hudson, Craigie and Wheeler filling the 2, 3 and 5 positions.

After circling over the Chaplain's residence a cascade of miniature parachutes were released, carrying dolls, old shoes, tin cans, rice, household utensils, etc. Attached to each parachute was a note stating that the finder would be reimbursed by Lieut. Myers in the sum of 50¢, provided the article was delivered to him at the residence of Chaplain Harkins without delay.

It has been reported that Lieut. Myers will be forced to cut short his honeymoon, as the number of youngsters who gathered for reimbursement was so great that the family exchequer suffered quite a setback.

After noting the above heading one may inquire why Lieut. Brookley is particularly mentioned. It happens that this popular officer was the victim of a similar experience when he joined the ranks of the Benedicts just three years ago. At that time he was on duty at McCook Field, Dayton, Ohio, and on the day of his wedding his well meaning friends scraped together a motley collection of serviceable planes at the field and flew to a certain town near Dayton where the ceremony was scheduled to be performed. At a safe altitude above the public square of that town they started performing various acrobatics calculated to bring the whole populace out on the streets. Their expectation being realized they proceeded to release 15 small parachutes, each one bearing a tag inviting the finder to call on Lieut. Brookley at a specified address and receive the sum of one dollar. Through the above transaction Lieut. Brookley's pocketbook was shy the sum of \$14.00, the unaccounted fifteenth chute being found later tangled up on the tail skid of one of the airplanes.

No prize is being offered to anyone guessing the name of the individual who organized the expedition against Lieut. Myers.

The name of the party of the first (or second) part who participated in the wedding ceremony at San Antonio was Miss Fanabel Hull, of 326 Hollywood Ave.

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DECORATIONS FOR LANGLEY FIELD MEN

A Langley Field officer and a Sergeant, both on duty with the 19th Airship Company, were recently honored. Lieut. Uzal G. Ent was recommended for the Distinguished Flying Cross, and same was approved by General Fehet, Chief of the Air Corps. The recommendation by Captain Charles P. Clark, Commanding Officer of the 19th Airship Company, followed Lieutenant Ent's heroic efforts to save the life of Lieut. Paul Evert, which resulted in Lieut. Ent bringing the body of Lieut. Evert safely to the ground.

The free balloon in which both were flying was struck by lightning during the National Elimination Balloon Race. Unknown to Lieut. Ent at the moment, the bolt killed Lieut. Evert. It also caused the balloon to catch fire. Lieut. Ent remained in the burning balloon and so maneuvered its course to the ground as to prevent loss of life or damage to property on the ground. He succeeded in removing Lieut. Evert's body from the basket of the burning balloon. The award now rests with the decision of the War Department.

Sergeant Harry A. Chapman, the outstanding hero of the Roma Disaster, which occurred at the Army Base at Norfolk, February 21, 1922, received the Cheney Award, and has also been recommended for the Flying Cross. The Cheney Award was made to Sergeant Chapman over 18 other recommendations and was presented to him by President Coolidge at the White House. Among those in attendance at the presentation were the Sergeant's wife; Mrs. Streeter, sister of the late Lieut. Cheney; Mrs. Schofield, mother of the young officer in whose honor the memorial was created; General Fehet, Chief of the Air Corps; General Wells of the General Staff, and General Gillmore of the Air Corps.

THE BEGINNING OF AVIATION MEDICINE
By Lt.-Col. Lefy M. Hathaway, M.C.
(Concluded)

Like other branches of medical art, aviation medicine had premonitory beginnings at an early date. The first handbook on Aeronautics was published in 1786, and its author, although not a doctor, did not neglect the medical aspects of the subject. Captain Moshburn, in a recent article on the Development and Application of the Present Medical Examination for Flying, states that the author of this handbook recommended balloon ascents for convalescents and claimed that "the spirits were raised by the purity of the air and rest in a cheerful composure." All worries and disturbances were said to have disappeared as if by magic. Longevity was promoted. Influenza, neuralgia and tuberculosis were said to have been cured by balloon ascents, and the therapeutic value was thought to be due to the change from "hot, putrid and impure, to cool, pure air, impregnated with invigorating aerial acid."

It seems probable that this old author may have suffered from a degree of anoxemia, which condition raises the spirits about like alcohol. Even yet there are plenty of people who request flights for the cure of deafness, an impression which appears to be rather widely spread and persistent, though quite erroneous and contrary to actual fact, the truth being that deafness is caused and aggravated by flying.

Up until the World War there was little or no sustained interest in the medical aspects of aviation, but during the War it was found that many crashes were attributable to the human element, namely, the pilot, who either lacked the requisite skill and training or proved inadequate in physical, mental or psychic reaction to meet his emergency. It has been stated that at first about 90% of casualties were found due to the human element, the pilot, the balance being the result of other causes such as enemy planes, weather conditions, and failure of the power plant or defect in construction. Such figures are matters of conjecture, but the fact still remains that many crashes were chargeable to the human element.

During active operations on all fronts, many flyers became overflown, suffered from staleness and had to be grounded and sent home for recuperation. In view of these conditions, all nations engaged began to realize that the task of combatant airmen was worthy of medical consideration, and action was independently taken by the various Powers to secure reduction in crashes and better conservation of flying personnel. At the beginning of the World War, Italy required a special physical examination for airmen. As early as 1913 Germany had developed a scheme for conducting physical examinations for flying, and in 1916 issued regulations for the purpose of governing the selection of pilots. Great Britain demonstrated the advantages of such special measures by appointing a board which analyzed the causes of crashes and initiated medical measures calculated to improve methods of selection and upkeep of flyers.

The United States had the advantage of the previous experience of its Allies and was prompt to profit thereby. It was soon realized that the standard methods of examination for other arms of the service were inadequate to meet the needs of the Air Corps and that the requirements and standards for entrance into the Air Corps established in 1912 were insufficient. It was recognized that, in order to keep planes in the air, the medical aspects of aviation must be given special consideration; accordingly, early in 1917 the United States sent a medical commission under General Wilmer to France, and the work of that commission laid the foundation of aviation medicine in our service.

In 1917 the Medical Research Laboratory was established at Mitchel Field, and much valuable information was obtained and supplied by the prominent scientists who constituted the staff of what later became the School for Flight Surgeons. The problem of aviation medicine were thoroughly and carefully studied at this school and, as a result of these studies and of the work of the commission in France above referred to, the present regulations governing physical examination for flying were developed and published in what is basically their present form. It had become apparent that the selection and care of flyers involved special problems in medicine; called for specialized methods and procedures and necessitated a special line of training for medical officers immediately responsible for this work.

The two great problems in Aviation Medicine are the selection and conserva-

tion of flyers. Selection of flying personnel is the primary task of the Flight Surgeon. Since it is generally conceded that flying demands a high type of physical and psychic equipment, and that flying in particular is not the forte of every man who feels the urge to fly; since mistaken selection entails grave possibilities, no effort is too great and no standard too high in this matter of primary selection.

The standards and procedure governing our present physical examination for flying have been carefully worked out by eminent specialists in those subjects which together constitute the specialty of Aviation Medicine, which term embraces elements of all branches of medical science and art, notably Ophthalmology, Otology, Neurology, Cardiology, Physiology, Psychiatry, and even Psychology. Aviation Medicine has as its foundation a good working knowledge of general medicine and surgery, particularly diagnosis. It covers a vast field and offers unlimited possibilities and opportunities for research and development commensurately with the advance and development of aviation.

The procedures, methods and standards governing the present physical examination for flying are fully set forth and described in Army Regulations and require only brief discussion here. Suffice it to say that some such special examination is essential and that the standards required by existing regulations are in accordance with accepted opinions of recognized authorities.

First, a candidate must be physically fit in general, as required for other arms of the service, and there are certain additional requirements which call for special mention. A sound cardiovascular system is, of course, essential, and this is included under general physical fitness. The circulatory efficiency test devised by Professor Schneider is a routine procedure at all examinations. The most important single factor is good vision. This cannot be over-accentuated. There are plenty of men who have a visual acuity of 20/15, but 20/20 is the accepted standard the world over, and the latter figure is none too high for beginners, although experienced flyers can get along with less.

At original examination eyes are refracted under cycloplegia and errors of refraction in excess of one diopter in any meridian are disqualifying. Latent Hyperopia is particularly undesirable as it becomes manifest with advancing age or under eye strain, reducing visual acuity, hastening presbyopia and super-inducing asthenopic systems. Visual accommodation is measured in diopters and tenths by the Prince Rule, and should correspond within two diopters of the normal values for age in accordance with the table of Duane. Good eye muscle balance is important in order to assure binocular vision without undue eyestrain. A tendency to diplopia is inherent in latent imbalance, and the pilot cannot afford to see double when flying. Imbalance causes headaches and other nervous symptoms, increasing ocular and general fatigue, decreasing power of attention and diverting nervous energy. Hyperphoria is especially serious in that it cannot be compensated by opposing muscles. Latent squint in other directions is checked against opposing muscular action, the degree of deviation being measured by the Maddox Rods and Risley prisms mounted in the phorometer frame.

In taking off and in landing a plane as well as in flying in formations it is necessary to exercise accurate estimation of distances. This factor is called depth perception, a faculty not only to be developed and improved by practice but primarily dependent upon good binocular vision including acuity and muscle balance. This faculty is measured by the Howard-Dolman Depth Perception apparatus, a simple and ingenious device, the principle of which depends on the binocular parallactic angle. Essentially this apparatus is a box open at the top and containing two parallel rods one c.m. in diameter, one of the rods being movable and the other fixed. There is a millimeter scale alongside the slot in which the movable rod slides in the floor of the box which is illuminated in such manner as to preclude shadows. A window in front of the box, and a white background behind allows the rods to be seen and adjusted by the subject who sits at a distance of twenty feet and endeavors to replace the movable rod to a point opposite the fixed one by manipulating cords. Several trials are given and the results in millimeters are averaged. A man with good eyes should be able to adjust the rods within 25 millimeters. Not only is this test reliable as a means of determining the power of estimating distance, but it is a valuable check on the other ocular tests, and it has been found that men with good eyes and good vision have no difficulty in passing this test while those with ocular defects cannot satisfactorily adjust the rods.

It is sometimes asked why men with high refractive errors and corresponding poor vision correctible by glasses cannot be accepted for flying in the

military air service and permitted to fly with corrective goggles. Many corrections cannot be ground into the large curved lenses of goggles. An insert to secure bifocal vision blurs a portion of the field and corrects vision only in a small portion thereof. Not only is good central vision necessary but a large field is also essential; blind angles would be disastrous. One cannot wear spectacles under goggles. The latter are sufficiently uncomfortable even when well-fitting and properly adjusted. A leaky goggle is a nuisance. It fogs up, blurs the vision and causes excessive lachrymation.

Normal color vision is necessary in order to recognize signal lights and navigating lights, also for reading maps printed in colors and for recognizing features on the ground. As above said, a good field of vision is essential in order that an aviator may see out of the corner of the eye. When making turns the pilot always looks around first as far as his neck will permit and then turns his eyes still further. Collisions are avoided in this manner.

Normal hearing is required at original examinations, but waivers for deafness are commonly granted to experienced pilots. Inflammatory processes of the upper respiratory passages and in the middle ear are aggravated by flying and therefore are disqualifying at original examination.

Popular conception of the physical examination for flying formerly centered around the Barany Chair. This chair is still used at original examinations, and subsequently whenever indicated for diagnostic purposes, but the inner ear is no longer considered to be the controlling factor in maintaining equilibrium, which must be considered as a function of the whole proprioceptive mechanism; namely, sensations received from the eyes, ears, deep muscles, viscera and skin. They cannot be considered independently but as an integrative whole. Rotation in the chair will bring out disturbances of the vestibular apparatus, but there are other tests that will bring out this as well as disturbances of the other factors concerned in equilibrium. We know that vision is the principal factor in maintaining or regaining equilibrium while flying. No man can fly blindfolded for any length of time. There must be visual contact with the horizon either directly or through the aid of instruments. It is necessary to depend upon instruments while flying through fogs, clouds, and dense rain or snow or in darkness sufficiently great to obscure the horizon. When visual contact with the horizon is lost the flyer easily goes into a spin by unconsciously pulling his ship into too steep a climb, losing flying speed and dropping off to one side. This accounts for the loss of some of those who have attempted to cross the ocean and shows the importance of vision in flying straight and level. Engine failure, fuel failure and structural defects account for some of these disappearances, no doubt, but it is likely that clouds, fogs, darkness and other weather conditions were responsible for most of these losses. Extensive experiments by Captain Ocker of the Air Corps and Captain Myers, Flight Surgeon, have shown conclusively that with the eyes closed a man cannot depend upon his senses to tell his position nor in which direction he is turning, nor whether he has stopped turning and begun to spin in the opposite direction. It seems likely that these experiments will be extremely valuable in the development of instrumental flying. The mail pilots are particularly good in this sort of flying and are accustomed to depend largely upon their instruments.

Aside from questions of nervous stability, it is impossible to state definitely at the present time what types of men make the best flyers. Racial aptitude for any task is governed by biological factors dating from remote antiquity, and is therefore comparatively fixed. Individual aptitude varies in greater or lesser degree within the racial limits. There are born flyers just as there are born athletes and musicians. Most any physically fit individual of average intelligence can learn to drive a car or to fly an airplane, just as most any schoolboy can play ball, after a fashion. Given a physically fit candidate of average intelligence and educational qualifications, it remains to determine his aptitude for the specific task of flying. Since he must be trained at government expense and since the government is financially and morally responsible for his welfare, and for the safety of others dependent upon his skill, it is well worth while to go to considerable pains to avoid mistakes in selection. The only safe and sure method of assessing individual aptitude is by actual trial. In the old days it was customary to explain the controls to an aspirant, then put him into a plane and let him either fly or die. This was expensive and sometimes tragic, but the survivors usually became brilliant aviators.

A French Ace described to me his sensations on his first flight. He had had a few days ground schooling and possessed unusual aptitude, as subsequently proven. He stepped into the plane, the motor was started, and he took off across

the English Channel. The last words he heard were: "There goes another one across the Atlantic." The plane then seemed to plunge in all directions and in his inexperience he naturally over-controlled, making matters worse. Although a man of unusual courage he was afraid to attempt to turn around and come back to shore but headed across the Channel toward England. He flew until the gas was almost half exhausted and then having gained what he considered sufficient altitude, with great trepidation he managed to turn the ship about and got back to the home field without mishap. This was a severe test and present methods are rightly more humane.

We strive to improve; and, with this end in view, the School of Aviation Medicine has been making strenuous efforts to develop and standardize the neuropsychic part of the examination. An intensive personality study is made of every candidate with a view to eliciting evidences of nervous instability and also in the hope of eventually being able to predetermine those individuals who have or have not especial aptitude for flying. It is hoped that sufficient data will ultimately be accumulated, studied, classified and correlated with actual performance in flying to enable Flight Surgeons to say definitely in the majority of cases which types will succeed and which will fail in the actual test of flying. At the present time it is too early to evaluate this work, and it can only be stated that the intensive personality study frequently discovers evidences of potential or actual instability of the nervous system which, when found and substantiated, constitute just grounds for rejection without further trial or expense. Even though an unstable individual may learn to fly he is a poor risk, since he is likely to break down under the stress of military flying, especially during active operations.

Certain physical tests involving psychological elements are undergoing experimentation with a view to predetermining aptitude for aviation. The O'Rourke Coordinator and the Thorne Reaction Time instruments seem to be the most promising of those under experimentation in this country at the present time. These instruments have self-recording attachments which by means of pens and tracings not only leave a record in black and white of the individual's reaction time, both simple and selective, but they record his errors as well. The results thus far obtained are too meager to warrant predictions as to the probable value of such tests. Careful correlation with actual flying performance and with the causes of failure therein will be necessary before final assessment can be made and the value of such tests determined.

In England the Reid apparatus has been intensively tried out and its results are being applied in predicting aptitude and in checking progress during flying training. It promises to be of great value, but research is still necessary before it can be adopted as a basis of selection for the flyer. However, there is reported an 80% correlation between the findings of the Research Laboratory and the findings of the instructors in a recent class. It has a self-recording device, the records of which show performance on the machine and these records are compared with performance in flying. The elements of "improvability" in an individual is given due weight, which is as it should be.

The Ruggles Orientator is a mechanical device operated by controls similar to an airplane and during the last fiscal year it was adopted by the Flying Training Department of the Army Air Corps as a means of estimating potential flying ability. It has no self-recording device and results depend upon opinion based on the careful observation of trained flying instructors habituated to its use. Its controls are so arranged as to be actuated by the subject or by the observer and, since it puts the former in unusual positions likely to upset equanimity in individuals easily disturbed, it may bring to light psychic weaknesses otherwise likely to escape detection. Like any other unfamiliar task, performance in the Orientator may demonstrate inherent awkwardness. Those who use it have great faith in it as a performance test to demonstrate that intangible factor known as "inherent flying ability". In the hands of specially trained flying instructors it is of potential value in selection as well as in training procedure. At the present time the Ruggles Orientator is being used as a guide in selection and no candidate has been eliminated on its findings without the concurrence of examining Flight Surgeons, who reach their conclusions independently by examination of the neuropsychic system.

It is understood that the Navy has fitted a self-recording device to the Ruggles Orientator and contemplates extensive experimentation with a view to correlation with flying.

There is a growing tendency toward conservation with regard to the various

mechanical tests as well as toward opinions based on personality studies as a means of predicting aptitude for aviation. Nevertheless, progressive experimentation is necessary and there is a real and growing need for some reliable test to measure the specific aptitude of a candidate before subjecting him to a task involving risk to life.

The only new test which has been recently added to the examination for flying as prescribed by Army Regulations 40-110 is the self-balancing test for neuromuscular equilibrium devised by Group Captain Martin Flack of the Royal Air Force. This test is practically a Romberg test with the candidate standing on one foot instead of both. Three trials are given to determine steadiness while so standing on each foot with the eyes closed. A normal man without functional or organic disturbances of the nervous system should be able to execute this test.

The second great problem in Aviation Medicine is the care or conservation of flying personnel. This, like selection, requires special training and necessitates conscientious application of medical knowledge to meet individual needs. So far as we know there is not, strictly speaking, an especial aviator's disease in the sense of its being peculiar to flyers. Air sickness is similar to sea sickness and to swing sickness. Anoxemia has been encountered in mountaineers as well as in aviators. Dope poisoning occurs on the ground and is encountered in other industries. Aviators, like other men, are subject to all sorts of diseases and injuries in addition to certain stresses and strains more or less occupational in character. A sick airman is, of course, unfit to fly, but a skilled and experienced flyer can safely compensate for physical defects which would rightfully exclude a candidate or ground a beginner.

Flying demands reasonably good health and flyers should have careful medical supervision at all times. Prompt measures should be taken for relief of any condition which is at the time, or later promises to become, cause for disqualification in flying. A slight ailment in a flyer is relatively more serious if it is of such nature or degree as to interfere with his pursuit. Airmen realize this and are usually quick to seek medical advice when occasion occurs.

The personal and professional relations between Flight Surgeons and flyers are and should be rather more intimate than usually necessary between medical officers and representatives of other arms of the service. Not only do Flight Surgeons render medical attendance to military personnel and to their families on flying fields as do other medical officers but they must be constantly though unobtrusively observant of the health and physical condition of the flying personnel under their care. In addition to holding sick call for flying commands, it is customary for a Flight Surgeon to be present on the flying line daily in order that he may assure himself that every flyer is feeling fit to fly before taking off. They invite consultation and encourage confidence with a view to rendering help. This attitude demands tact and is assisted by an approachable personality which avoids conflict without sacrificing dignity or subverting professional integrity.

The Flight Surgeon does not confine his activities to conducting the annual semi-annual and special physical examinations for flying required by Army Regulations. He operates the dispensary or hospital on his field and attends the sick like other medical officers. He must be capable of making a diagnosis and of rendering definitive treatment for those conditions encountered in general medical and surgical practice. He looks after the sanitation of his field and supervises hygienic measures calculated to conserve and improve the health of the command. Although he has a fair working knowledge of the various specialties which together comprise the major part of his own specialty, he does not presume to compete with the most eminent specialists in each and all of these subjects. When in practice he encounters conditions beyond his professional qualifications or facilities, he initiates transfer to a general hospital.

In order that a medical officer may understand the task and viewpoint of the flyer and the better to evaluate medical matters in connection with aviation it is necessary that he fly. It is not necessary that he be himself a pilot, but some dual instruction in flying is desirable to broaden his views, and there is no objection to his becoming a pilot provided he has sufficient aptitude and time to qualify as such. Flying experience enables a medical officer to solve medical problems and reach decisions otherwise less readily attainable.

With regard to the future of Aviation Medicine not much need be said since it has become evident to all that the future of aviation itself is assured and our profession must strive to keep pace with progress in flying.

Within the past year nearly 300 prominent physicians throughout the country have been selected by the Bureau of Aeronautics, Department of Commerce, to ex-

amine applicants for civil aviation. Examinations by Flight Surgeons of the Army and Navy are accepted without question by the Department of Commerce. This indicates not only the rapid advance of interest in aviation but also the recognition of the fact that air pilots must be carefully scrutinized before being licensed to fly.

The problems of aeronautics are being solved daily. Aircraft, although not yet fool-proof or self-operative, are being constantly improved and standardized so that the safety factor is rising, while the human element remains comparatively unchanged. The latter factor can only be improved in this generation by advancing medical methods and procedures.

There is room for much research and investigation by those who select Aviation Medicine as a specialty. It represents opportunities for advancement in Ophthalmology and Otology, Psychiatry and practical Psychology, as well as other branches of medicine and surgery. It offers a broad field for medical officers of the Army, especially the younger men. There need be no fear that professional opportunities will be restricted in the case of those who take up aviation medicine, since by so doing they do not and cannot abandon general practice, but on the contrary are required to possess and apply a working knowledge in several recognized specialties, and this knowledge can only serve to increase their professional attainments and enhance their value to the country.

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AIRSHIP EQUIPMENT TESTED AT SCOTT FIELD

During the past month experiments were conducted at Scott Field, Ill., with an airship landing tractor which was designed at the Engineering Division of the field. While the machine has demonstrated its practicability, it is not at present entirely satisfactory. The experiments are being pushed forward with vigor, and it is believed that when funds are made available for certain changes in design a great deal of trouble now experienced in landing light airships will be largely overcome and will cut the size of landing crews to six or eight men. Its use as an out-of-door mooring device and as a mechanical means of taking the ships in and out of the hangar seems very probable.

Test of the Nichols Form-fitting Parachute Pack has been made, and it was found that for certain types of airships and for certain duties aboard all ships this type of pack is very satisfactory, provided that the back plate can be made to fit the conformity of each individual who wears one. This, of course, would almost necessitate having these plates made up in a large assortment of sizes.

A new type of Balloon Basket, designed at the Engineering Department on the suggestions of operating personnel, was tried out recently and found to answer the requirements. The old style basket was quickly broken up in heavy and windy landings, resulting in high loss of baskets and high overhead in basket maintenance. In the test of the new basket the pilot landed with a high rate of descent several times and permitted the balloon to drag over rough terrain without damage. The old type basket would have been practically useless after such treatment.

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SECRETARY OF WAR INSPECTS MARCH FIELD

The Hon. Dwight F. Davis, Secretary of War, recently inspected the Primary Flying School at March Field, Riverside, Calif. The Secretary was greeted with the regulation nineteen-gun salute upon his arrival, but due to the short duration of his visit no formal program was arranged. An inspection of the new buildings under construction and the Flying Cadet Detachment was made during the course of his visit.

The new construction work at March Field is progressing rapidly. The skeleton work on two of the large hangars is completed, and the excavation work on the barracks is nearly finished. The flying line has been moved a considerable distance from the hangars to make way for the new construction, but by the application of a "dolly" fitting on trucks the ships are being carried to the line without any delay.

CHINESE AVIATOR VISITS SAN ANTONIO AIR DEPOT

In the midst of visits to various Air Corps activities in the vicinity of San Antonio, Texas, Major Tien Lai Huang, of the Chinese Air Corps, recently made an informal call at the San Antonio Air Depot at Duncan Field for the purpose of gaining an insight into the supply and maintenance operations thereat. He was accompanied by Mr. Benjamin J. Kwok, Secretary of the San Antonio Chinese Nationalist organization.

Major Huang is an accomplished scholar (Ph.D., Columbia) and linguist, and is popularly known as "China's Lindbergh". He is a member of the Intelligence Division of the Chinese Air Corps, and is a prominent figure in the national affairs of China, being a member of the recently victorious Kuomintang, and a delegate to the League of Nations. Major Huang ended a four months' tour of the United States in San Antonio for the purpose of making final plans for his contemplated Pacific Ocean flight in his plane, the "Spirit of Canton", in the very near future, from Los Angeles to Nanking, via Hawaii and the Midway Islands, leaving San Antonio for Dallas to take over his plane.

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AIR CORPS PLANES ESCORT CARRANZA FUNERAL CORTEGE

The funeral train bearing the body of Capt. Emilio Carranza, Mexican Good Will flyer, who was killed when his plane crashed on his attempted flight from New York to Mexico City, passed through San Antonio on the way to Laredo on July 20th. The funeral ceremonies at San Antonio were participated in by the Army, the Air Corps, and numerous civilians and State organizations. The honor and respect paid Captain Carranza were most impressive indications of the esteem in which he was held.

The Commanding Officer of the Eighth Corps Area appointed Brig. Gen. Fiske as officer in charge of all military ground activities, and Major J.E. Chaney, Kelly Field, as the director of all aerial activities. Over 100 planes from Kelly Field, Brooks and Dodd Fields participated in the aerial demonstration over San Antonio, and all ground troops of Ft. Sam Houston took part in the ceremonies on the ground.

The body of Capt. Carranza was taken from the train just after a battery of the 11th Field Art. had fired an 11-gun salute. Accompanied by honorary pallbearers - officers of Ft. Sam Houston - the casket was placed on an artillery caisson and taken to the municipal auditorium. The streets of San Antonio through which the cortege was to pass were lined with people, both Americans and Mexicans, and everywhere there was evidence of sincere mourning for the Mexican pilot who gave his life in an attempt to further the relations of the U.S. and Mexico.

While formations of DE's, O2's, AT-4's, NBS-1's and P-1's circled overhead and droned out a funeral dirge, the casket was taken from the caisson and placed in state in the San Antonio municipal auditorium. Brig. Gen. Albert J. Bowley acted as representative of the U.S. Army in placing a wreath of flowers on the casket.

At 7:30 in the evening the body was replaced upon the train and the journey to Laredo started. Arrangements had been made whereby the train was to be delayed at a point north of Laredo until daylight, and at that time 75 planes from Kelly, Brooks and Fort Crockett met the train and escorted it to the International Bridge across the Rio Grande. There, again, the body was taken from the train and, escorted by troops from Fort McIntosh, was turned over to Mexican military authorities in the center of the International Bridge.

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"ENGLISH AS SHE IS WRIT."

The following is a good example of the many peculiar specimens of letters and inquiries received from time to time at the office of the Middletown Air Depot:

"Dear Sir:

I am writing you these few lines to ask you about your old tipe moters and will you sell one of them the hold thing the some one was telling me about them that I could buy one of them the hold Plain of the old tipe one and if you will sold one of them write and tell me I am anxious to lurn and may be some good some time and write and tell me as possable.

So I will close write soon

From _____"

SECOND BOMBARDMENT GROUP PILOTS FLY TO CALIFORNIA

The 2nd Bombardment Group, Langley Field, was busily engaged in preparations for a flight of 9 LB-5-A bombers to the West Coast. The start of the flight was delayed two days due to adverse weather conditions, but at 9:30 a.m. September 3d the nine big planes took off for Augusta, Ga., 400 miles distant, arriving there shortly after 6:00 p.m. Early the next day the planes took off for Montgomery, Ala., the next scheduled stop, but weather conditions proving unfavorable, the pilots returned to Augusta an hour later. Along towards noon weather conditions cleared sufficiently to permit Major Knerr and the pilots under him to take off for Montgomery, Ala., at 1:30 p.m.

On September 5th the bombers flew from Montgomery to Shreveport, La., in 5½ hours' flying time, and on the afternoon of the following day they arrived at Midland, Texas.

The original schedule contemplated the flight arriving at Los Angeles, Calif. on September 8th to participate in the National Air Races. In addition to Major Hugh Knerr, commanding officer of the flight, pilots and relief pilots selected to fly the bombers are: Captain Cecil G. Sellers, Air Reserve; 1st Lieuts. Harold W. Beaton, Phillips Melville, Emile L. Kennedy, 2nd Lieuts. Ward J. Davies, A.J. Kerwin Malone, Alfred M. Johnson, William B. Blaufuss, Ford L. Fair, Willard R. Wolfenbarger, Air Corps, 1st Lt. Wilton M. Briney, Air Reserve; and Captain Ira F. Peake, Medical Corps, Flight Surgeon. Data will be obtained as to the mobility of a Bombardment Squadron.

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NOTED BRITISH AIRMEN INSPECT AIR CORPS ACTIVITIES

Royal Air Force World War "Aces", Squadron Leader A.S.G. Lee and Flight Lieut. McCloughry, who are touring the United States inspecting American air activities, recently visited Langley Field. During their stay at this field they were the house guests of Lieut. and Mrs. Frank B. Tyndall and luncheon guests of the Commanding Officer, Lieut.-Col. C.C. Culver. The British air officers were flown to Wright Field, Dayton, Ohio, by Lieut. William Blaufuss.

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RECREATIONAL ADVANTAGES AT LANGLEY FIELD

It has been pointed out by Lieut. Leslie Young, Recreation Officer of Langley Field, that enlisted men on the post have more recreational advantages than the average best equipped field. Individual clubs are the personal property of men belonging to the several units on the field. The 49th, 96th and 20th Bombardment Squadrons, the 58th and 59th Service Squadrons and the 19th Airship Company have their own recreation clubs. The recreation rooms include pool tables, reading desks, periodicals, radios, etc. Some have pianos and other club house equipment. In this connection, it is planned to complete within two years a theatre on the water front to replace the present one, with a seating capacity of nearly 1,000.

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STUDY OF AVIATION IN THE PUBLIC SCHOOLS

Mr. A.R. Romer, principal of the Oakland, Calif., schools, and Miss Mary Romer, instructor in the San Diego, Calif., schools, recently visited Rockwell Field, Coronado, Calif., for the purpose of securing material for the school reader on the subject of "Aviation." It is understood that this is the first time this form of study has been attempted in the public schools.

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CADET WINN JOINS CATERPILLAR CLUB

Add one more to the Caterpillar Club. Flying Cadet Raymond L. Winn, undergoing flying instruction at the Primary Flying School at March Field, Riverside, Calif., is willing to testify to the good qualities of the Army parachute. On August 13th, Cadet Winn, while practicing chandelles in a DH at 3,000 feet, was unable to pull the nose of the plane back up. He stayed with the ship until within 300 feet of the ground and then went over the side. He made a safe landing on the outskirts of Perris. The DH was a total wash-out.

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V-5824, A.C.

REPORT ON PANAMA TO WASHINGTON TO PANAMA FLIGHT

Lieuts. Robert W. Douglass, Jr. and James E. Parker, Air Corps, who started at 9:55 a.m. June 16th from Bolling Field, D.C., on their return flight to France Field, Panama Canal Zone, arrived at their destination at 1:05 p.m. July 11th. This return trip which they had hoped to negotiate in four days dragged along for a period of over three weeks due to no fault of their own. When they arrived at Havana, Cuba, on June 17th and two days later attempted to take off for Tela, Honduras, failure of fuel pressure from auxiliary tanks in both planes was discovered. Havana was some 200 miles behind at that particular time and, much against their will, they were forced to return to the Cuban capital. It was not until July 10th that repairs on their planes were completed and they were able to resume their journey to Panama.

The report on the flight from Panama to Washington was covered in the June 5th issue of the News Letter and, to avoid repetition, only that portion of the report recently received from France Field bearing on this round trip flight which has not been previously covered is given below, as follows:

Performance of Planes:

Type: Boeing Pursuit PW9-C, Air Corps Nos. 26-457 and 27-195.

Equipment: Standard without armament, with standard auxiliary tank (38 gal.)

Preparations: No special preparations were made. These planes were received from Rockwell Intermediate Depot about May 1, 1928. All connections were tested, the ignition system checked thoroughly. All lines and screens in the fuel system were cleaned and checked. The compasses were swung and checked. Fuel consumption tests were made on all tanks. An extra flange was welded on the tail skids to prevent ground-looping and to give less roll in any short fields encountered.

Special Equipment: Each ship carried in addition to the pilot's baggage and flying equipment, the following: 1 45 cal. service automatic with 80 rds. ammunition; 1 Very pistol with 1 doz. flares; 1 can emergency rations; 2 smoke candles; 1 canteen, water; 1 PW kit, complete; 12 spark plugs; 1 cross-country envelope; 1 machete; 1 magneto (extra); 1 flashlight; spare shock absorber cord, wire, cotter keys, etc.

Performance: Gasoline consumption at 1850 r.p.m. 18 gals. per hour. Oil consumption approximately 1/5 pint per hour. Indicated air speed (average) 115 miles per hour. No trouble encountered with cooling systems except at high altitude.

Landing Fields and Service:

1. DAVID, R de P. - Two miles southeast of city. 1000 x 1000 yds. Smooth and hard the year round. Gas and oil on the field.
2. MANAGUA, Nic. - one mile south of city. 44 x 1000 yards. Well drained and in good condition. Operated by U.S. Marines. Hangars and excellent service.
3. GUATEMALA CITY, Guatemala. Four miles south of city. Approximately 3/4 mile square. Well drained, hard, altitude 5000 feet. Hangars, and office of Guatemalan Air Corps. Fuel obtained from Standard Oil Co. (West Indian) in city. Arrangements can be made by cable.
4. MINATITLAN, Mexico. Two miles northeast of town. Open field 400 x 1000 yards directly in front of a row of brick quarters. Hard and slightly rolling. No hangar space. Fuel obtainable from Mexican Eagle Petroleum Co., Minatitlan. The landing field is the property of this company.
5. TAMPICO, Mexico. Two miles west of city. L-shaped field. Approximately 400 x 400 yards. Hangar and fuel on field.

Courtesies:

- a. At Managua, Nic., Major Ross E. Rowell, Marine Corps, commanding Second Brigade Air Service, and his command, were extremely hospitable and placed mechanics at our disposal. These mechanics checked and repaired our planes in a very efficient manner.
- b. At Guatemala the Guatemalan Air Corps officers were very courteous. Mr. Trammel of the American Embassy was of great assistance in obtaining service and in sending cables.
- c. At Minatitlan, Mexico, the manager and employees of the Mexican Eagle Petroleum Company were very friendly and hospitable. They secured fuel and aided in every way to service and guard the planes.

Recommendations:

1. This route is recommended as a feasible and safe route for land planes

with a cruising range of 600 miles. However, it is not recommended that the air line route from Guatemala City to Minatitlan, Mexico, be followed on account of:

- (a) Extremely mountainous and desolate country.
- (b) Lack of accurate maps and scarcity of definite landmarks.

2. This flight should be made via Salina Cruz, Mexico, and across the Isthmus of Tehuantepec, where there are definite landmarks, a line of communication and comparatively low country.

FLIGHT LOG: (Return trip Washington to Panama, via Havana, Cuba)

<u>Date</u>	<u>Departure</u>	<u>Arrival</u>	<u>Time (minutes)</u>	<u>Miles</u>
6/16/28	Bolling Field, D.C.	Jacksonville, Fla.		
	9:55 a.m.	3:15 p.m.	320	645
<u>Remarks:</u> Weather clear, northeast winds. Landed at Jacksonville in local thunderstorms. Compass course followed.				
6/17/28	Jacksonville, Fla.	Havana, Cuba.		
	10:50 a.m.	3:50 p.m.	300	580
<u>Remarks:</u> Weather clear, winds light and variable. Emergency landings can be safely made on beach from Jacksonville to Miami. Municipal field at Miami. Pan-American Airways field at Key West. Out of sight of land thirteen minutes from Key West to Havana.				
6/19/28	Havana, Cuba	Havana, Cuba		
	6:55 a.m.	Returned 10:25		
<u>Remarks:</u> Weather clear, northeast wind. Motors were thoroughly checked				
6/18/28.	Took off at 4:55 a.m. Failure of fuel pressure from auxiliary tanks in both ships was discovered almost immediately after take-off. Landed at 5:15 a.m. and increased tension on relief valve springs. Took off at 6:55 a.m. Pressure began to drop slowly and 200 miles from Havana the pressure could not be held with aid of hand pumps. Returned to Havana. An emergency field was located at 10 miles south of Pinar de Rio, Cuba.			
7/10/28	Havana, Cuba	Pinar de Rio, Cuba		
	5:20 a.m.	6:15 a.m.	55	90
<u>Remarks:</u> This stop was made to give us added safety factor of almost 100 miles to our cruising range on the flight to Tela.				
7/10/28	Pinar de Rio, Cuba	Tela, Honduras		
	7:15 a.m.	12:30 a.m.	315	675
<u>Remarks:</u> Weather clear, 25 mile northeast winds shifting to east. Local rains encountered for 100 miles on coast of British Honduras. No fields of any kind observed. Country passed over was swampy and flat. Very poor emergency field running north and south near beach at northern edge of Belize, Honduras, 150 x 50 yds. Poor approaches over buildings with houses on west side and the beach on east side. Prevailing east winds (cross wind). Out of sight of land, Cuba to Cozumel Island, 40 minutes.				
7/10/28	Tela, Honduras	Managua, Nicaragua		
	1:35 p.m.	4:05 p.m.	150	285
<u>Remarks:</u> Weather cloudy, ceiling 5000 feet. Clouds were below tops of high ranges. By following a river valley mountains were negotiated to Tegucigalpa, Honduras. From there the country sloped gradually to Managua with clearing weather. Emergency fields scattered along valleys from Tela to Tegucigalpa. Two miles south of Tegucigalpa with United Fruit Co. radio towers on edge of field. A few open and cultivated fields observed from Tegucigalpa to Lake Managua but of doubtful value as emergency fields.				
7/11/28	Managua, Nic.	France Field, C.Z.		
	7:30 a.m.	1:05 p.m.	330	630
<u>Remarks:</u> Weather clear. Winds variable. Head winds encountered from David to France Field. Flew over radio station at Punta Arenas, Nic. at 9:25 a.m., and David, R de P. at 11:15 to check in with radio and telegraph. Flight uneventful. Total flying time, 24 hrs. 30 min.; total distance 2905 miles; Average speed, 118.6 miles per hour.				

Performance of Planes:

Equipment: Standard without armament. An auxiliary tank, capacity 65 gals. was designed and built by Materiel Division, Wright Field, and installed on each plane, giving one hour and 45 minutes more flying than with standard auxiliary tank, and a total capacity of 127 gallons. Fuel tests in actual flight showed 7 hours 20 minutes flying range at 1900 r.p.m., using altitude adjustment, indicated air speed 120-125 m.p.h. Bendix brakes were also installed on the planes.

The motors were not changed after the flight from the Canal Zone to Washington but were thoroughly checked. New compasses were installed and corrected.

Performance: Gasoline consumption 18 gals. per hour at 1850 r.p.m. Oil consumption approximately 1/5 pint per hour. Indicated air speed 115-120 m.p.h. No trouble encountered with cooling system. The oil temperature regulator was removed at Wright Field. The water temperature averaged 80° c. and oil temperatures averaged 85°c. The entire flight after removal of oil temperature regulator.

On the take-off at Havana on June 19th, both planes developed trouble with fuel pressure, especially with auxiliary tanks. After one and one-half hours' flying in an attempt to keep going with hand pumps, the pressure from the auxiliary tank was entirely lost and the pressure from the main tank began to become uncertain. This caused us to return to Havana. Suspecting air leaks, all lines and the three-way valves were removed and inspected with no results. Then the C-5 pumps and 3-1 check valves were removed and showed slight signs of wear. After remedying this as much as possible with facilities at hand, no results were obtained. It was decided to replace them, as no other trouble could be found. We cabled for these parts June 20, 1928. They were shipped June 21st and were received in Havana July 1st. Upon installation, the results were the same as before. No pressure on either could be held over ten minutes.

The three U.S. Air Corps officers, and two Master Sergeants stationed at Havana, all Pan-American Airways Co. pilots and mechanics were, with ourselves, completely puzzled. On July 3rd we cabled the Chief of Air Corps requesting an expert be sent from Wright Field to assist us. Mr. Dyckman of Wright Field arrived July 6th. After checking the work done on the fuel systems, he ran a crude laboratory test on the aviation gasoline we had been using and found it had a very low boiling point. Testing two other brands of gasoline with higher boiling points, furnished by the Standard Oil Co. of Cuba, better results were obtained, although not completely satisfactory. We then tried the regular commercial ESSO gasoline, with a boiling point of about 115°F. This proved satisfactory and we took off at daybreak July 10th. No more trouble was experienced with fuel pressure. No mechanical trouble was experienced on the entire flight.

A tendency to ground loop was observed when a landing was made with a full auxiliary tank. This could not be controlled with brakes. A 2" x 3/4" steel flange was welded on the tail skid shoe and no more trouble of this kind was experienced.

Landing Fields and Service:

1. Jacksonville, Fla.: Municipal Field about nine miles north of city along main highway. "L" shaped field, cinder runways about 400 yds. long. Excellent approaches. Hangar space and service on the field.

2. Havana, Cuba: On Western edge of city one mile inland from Gulf. Approximately 1000 yards by 500 yards, slightly rolling. It is used by Cuban Air Corps as training field and by Pan American Airways, Inc. The field is being leveled by the Cuban Government, Cuban Air Corps hangars and office buildings on eastern edge of field. Pan American Airways hangar on northwestern edge of field. Fairly good approaches. Northeastern corner of field very rough and dangerous.

3. Tela, Honduras: Three miles west of city. A two-way field consisting of a runway 500 yds. long by 50 yds. wide running northeast and southwest. Good approaches. Radio towers at right of northeastern end. The runway has been graded thru an old half-mile race track. On either side of the runway is high thick grass. One hangar owned by United Fruit Co. at southeast corner of the race track. Excellent service. Gas and oil on the field. Radiograms can be sent to and from radio station owned by United Fruit Company.

Courtesies:

1. The Materiel Division at Wright Field, Dayton, Ohio, especially Major C.W. Howard, A.C., and staff, designed, built and installed on each plane an auxiliary tank, capacity 65 gallons, and Bendix brakes. This work was completed in ten days, allowing the flight to start before the rainy season became dangerous, thru Central America. These installations gave the planes a cruising range of 800 miles and a means of landing in small fields with safety.

2. At Havana, Cuba, the then acting Chief of the Cuban Air Corps, Lt.-Col. Julio Sanguily, Cuban Army, placed at our disposal the facilities and men of the Cuban Air Corps. The attitude and service of the commissioned and enlisted men of the Cuban Air Corps was excellent.

The Cuban Air Commission, in command of Captain R. Deam, A.C., gave us every possible aid in service, sending cables, etc., and was largely responsible that our flight was resumed successfully.

3. The United Fruit Co., managers and employees, at Tela, Honduras, were exceedingly hospitable and rendered invaluable service in servicing planes, sending radiograms, etc. The United Fruit Co. office at Cristobal, C.Z., had instructed every office in Central America and Cuba to keep them informed as to our whereabouts and to render any assistance possible.

Recommendations:

1. The route from Washington to the Canal Zone via Havana, Cuba; Tela, Honduras, and Managua, Nic., is recommended as a safe, feasible route for three-motored land planes or Amphibians with a cruising radius of 800 miles.

2. The route from Washington, D.C. to the Canal Zone, via Havana, Cuba, is a more direct route than the land route followed via Minatitlan, Mexico, and Brownsville, Texas. It is almost 1000 miles shorter, viz:

France Field to Washington, via Mexico - 3330 miles

France Field to Washington, via Havana - 2905 miles

Difference - 925 miles

3. The Pan-American Airways, Ind., has planned to build fields at Merida, Mexico, and at Delize, Dr. Honduras, to be available January 1, 1929. When these fields are completed, planes with 500 miles cruising radius can fly this route safely.

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A NIGHT FLIGHT TO NEW YORK By Bolling Field Correspondent

Captain Harold M. McClelland, Air Corps, with Staff Sgt. Nels E. Swanson as passenger, recently left Bolling Field for Mitchel Field for a night flight, the start being made at 8:30 p.m. The plane used was an O-1 equipped with navigation lights and with parachute flares on the bomb racks.

Sgt. Swanson on his return declared that the flight was one of the most enjoyable he had ever made. His description of the trip is as follows:

"We took off at 8:35 p.m. and, after circling the field once, headed northeast for Mitchel. We easily picked up the Air Mail beacon light 20 miles away and right on our course. The beacons are very easily seen on a clear night, and at 3,000 feet we could see them flash 40 miles away.

Washington looks very beautiful at night from the air, it being a very well lighted city. I expected Baltimore and Philadelphia to look as beautiful as Washington, but I was due for a disappointment in that respect.

We followed the beacon lights on our course with about 3,000 ft. altitude. The cities and towns looked very beautiful and I could see numerous auto lights blinking along the highways. I can't say much about the trip after leaving Philadelphia, as I think I dozed off to sleep. I had just been relieved from guard at 6:00 p.m., and having played ball that afternoon I was quite tired. I managed to come up for air over Coney Island, and it was a sight for sleepy eyes. It is remarkable, to say the least, how well lighted that place is. I could just imagine what an enjoyable time some folks were having down there and would have liked to have joined them. Very soon Mitchel Field loomed up ahead, and we landed at 10:30 p.m., with the aid of the landing lights on the field."

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INSPECTION OF NATIONAL GUARD AIR CORPS ACTIVITIES

Captain Charles T. Phillips as pilot, with Staff Sgt. Ernest W. King as mechanic, left Bolling Field on August 1st to inspect National Guard Air Corps activities. The schedule for the trip is as follows:

Bolling Field to Camp Perry, Ohio; to Camp Grant, Ill.; to Camp Knox, Ky.; to Camp Grayling, Mich.; to Mobile, Ala.; to Little Rock, Ark.; to Lambert Field, Mo.; to Martinsburg, West Va. and back to Bolling Field.

The personnel, planes, equipment and charts of the National Guard organizations at these posts will be inspected, and training instructions will be given as well as advice on the handling of financial matters pertaining to their efficient operations.

Captain Phillips has already inspected the posts at Pine Camp, N.Y., and Columbia, S.C.

The plane used for these flights is a Douglas O2-H which Capt. Phillips ferried from the factory at Santa Monica especially for the purpose. The trip is expected to last about 23 days, thus allowing two full days at each field.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Following officers relieved from duty with 3rd Attack Group, Fort Crockett, Tex., and assigned as instructors - 1st Lt. Wm. R. Sweeley, 2nd Lts. Alex. E. Cabana and Mark D.S. Steensen to March Field; 2nd Lieuts. Howard M. Turner and Manning E. Tillery to Brooks Field.

2nd Lt. John K. Missley, Langley Field to Rockwell Field, Calif.

2nd Lt. George H. Steel, Aberdeen Proving Grounds, Md. to Langley Field.

Capt. Paul J. Mathis, Langley Field, to Office Chief of Air Corps.

Capt. George P. Johnson, Chamute Field, to Hawaiian Dept., sailing about October 9th.

1st Lt. Harry A. Halverson, San Antonio Air Depot, to March Field.

Capt. George M. Palmer, Instructor Minnesota Natl. Guard, Minneapolis, to Langley Field, Va.

1st Lt. Joseph A. Wilson, Mitchel Field, to Boston Airport, Mass.

Major Carlyle H. Wash from duty at France Field to duty in Hawaiian Dept. effective March 30, 1929.

1st Lt. Kellogg Sloan, Bolling Field, to duty as Instructor, New Jersey National Guard, Newark, N.J.

1st Lt. Cecil E. Archer, Wright Field, to Office Chief of Air Corps.

Capt. Harrison W. Flickinger from duty as Air Corps representative at Atlantic Aircraft Factory, Hasbrouck Hts., N.J. to duty as Air Corps representative in charge inspection and procurement activities, Buffalo, N.Y., and vicinity.

2d Lt. Oscar P. Herbert, Walter Reed Gen. Hospital, to Langley Field, Va.

Assignment 2nd Lt. Wm. L. Scott as student Engineering School, Wright Field, Dayton, O., revoked.

Promotions:

Captain Robert C. Candee to Major, rank from August 26, 1928.

Capt. Gerald E. Brower to Major, rank from August 17, 1928.

1st Lt. Lotha A. Smith to Captain, rank from August 16, 1928.

1st Lt. Lewis R.P. Reese to Captain, rank from August 10, 1928.

1st Lt. Byron T. Durt to Captain, rank from August 11, 1928.

1st Lt. Earle G. Harper to Captain, rank from August 11, 1928.

1st Lt. John P. Temple to Captain, rank from August 7, 1928.

2nd Lt. Hoyt S. Vandenberg to 1st Lt., rank from August 19, 1928.

2nd Lt. James M. Fitzmaurice to 1st Lt., rank from August 11, 1928.

Resignation:

Major Thomas G. Lamphier, August 25th.

Relieved from detail to Air Corps:

1st Lt. Charles H. Crim to 62nd Coast Artillery, Fort Totten, N.Y.

Captain Hugh D. Adair, Inf., to 2nd Div., Fort D.A. Russell, Wyoming.

2nd Lts. Clint L. Taylor and Lindsey R. Wingfield to duty in Hawaiian Dept. with the Field Artillery.

2nd Lts. Joseph D. Daugherty and Douglas J. Smith, Inf., to duty as students at Infantry School, Fort Benning.

2nd Lt. Raleigh H. Hendrix to 13th Coast Art., Fort Crockett, Texas.

1st Lt. Eldon Q. Faust, QMC, to Fort Sill, Okla., for duty as Assistant to the Quartermaster.

1st Lt. Emerald F. Sloan to Infantry, 2nd Div., Fort Sam Houston, Texas.

Reserve Officers to active duty to June 30, 1929:

2nd Lt. Draper Frew Henry, Annapolis, Md., to Mitchel Field, N.Y.

2nd Lt. Charles Kingsbury, Redlands, Calif., to Rockwell Field, Calif.

2nd Lt. Charles H. Earnest, West Palm Beach, Fla., to Maxwell Field, Ala.

Detailled to Air Corps and to Brooks Field, Nov. 1, for training:

2nd Lieut. Albert S. Daron, C.A.C. Transferred to Air Corps:

Major Wm. O. Ryan, August 15, 1928, with rank from Sept. 13, 1923.

Changes of Station (Continued)

1st Lt. George P. Tourtellot relieved from present assignment at Wright Field and assigned as student, Engineering School.

Captain John J. Devery, Jr., Chamute Field, to Bolling Field, D.C.

1st Lieut. Donald P. Muse, Bolling Field, to Maxwell Field, Ala.

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PLANE LOCATES MEN MAROONED IN BAY

Warrant Officer Leland Bradshaw of Langley Field with Sgt. Darker, Air Corp Tactical School Det., and Sgt. Mishmas of the 96th Bomb. Sqdn., were recently marooned at the York Spit Light. Rough seas and high winds forced Warrant Officer Bradshaw to steer his boat into the York Spit Light, where they were tied up and stayed until the storm subsided. When the men failed to return to the boathouse at Langley Field, Lieut. Clayton Bissell flew over that section of the Chesapeake Bay and located Bradshaw and his party, who waved all was well to him from the light house. A number of airplanes from Langley Field were forced down in this vicinity the same week end.

March Field, Riverside Calif., Aug. 15th.

The opening of airports in Calif. is becoming a popular pastime with the pilots at this station. A formation recently flew to Pomona to assist in the dedication of the W.K. Kellogg Airport, the largest privately owned airport in the United States. Visalia, Calif., also called on the services of this field to participate in the dedication of their airport.

Second Lieut. Walter L. Wheeler, recently assigned to this station upon his return from foreign service, was appointed Assistant Adjutant. 1st Lt. Earle H. Tonkin is substituting for 1st Lt. Homer B. Chandler as Air Corps Supply Officer during the latter's absence on leave.

Headquarters Detachment, 1st Lt. John B. Patrick, commanding, celebrated Organization Day with a trip to San Clemente, Calif. Following a day devoted to sports, the organization went to Balboa Beach where they were the guests of the management at a dance given in their honor.

A total of 171 Flying Cadets are at present under instruction at this station. The Faculty Board eliminated eight members of the July Class at recent meetings.

Flying Cadet Neville I. Wright, a member of the July 1st Class, was instantly killed in an air accident on August 6th. Cadet Wright landed directly on the wings of a plane waiting to take off. His ship was catapulted forward by the impact with the propeller and landed upside down, Cadet Wright being pinned beneath the wreckage. Lieut. O.J. Kenny and Cadet Elmer Miller were occupants of the plane waiting to take off, but miraculously escaped injury.

1st Lieut. Earl G. Harper and 2d Lts. George E. Henry and Paul L. Woodruff left recently for San Antonio, Texas, to ferry three DH's back to this station. The return trip, scheduled to be made via Colorado Springs, Colo., was to enable the trio of pilots to participate in the ceremonies incident to the opening of a new airport at that city.

Thirty-one applicants for appointments as Flying Cadets were present on August 14th to take the educational entrance examination.

The Flying Cadets walked away with the second quarterly field meet held at this station. Amassing a total of 77½ points, the Kaydets won the

field championship for the second time in succession. The organization championship was won by the 54th Squadron with a total of 35 points, followed in order by the 53rd, 70th, 47th and Headquarters Squadrons. Corporal Joel P. James, 47th Squadron, won the individual high point prize for organization men.

1st Lieut. James D. Givens was appointed Director of Ground Instruction, replacing 1st Lt. James L. Grisham, who recently left for foreign service. Lt. Givens will also act as School Secretary during the temporary absence of 1st Lt. B.T. Burt, who is on leave of absence.

Sixty-one planes left this station August 15th for Rockwell Field to participate in the dedication of Lindbergh Field, San Diego. The flight was made up of ten PT-3 formations and 10 DH-4 formations, with the Douglas Transport. Following the dedication in San Diego it was contemplated that a number of the ships would visit the Pacific Southwest Exposition at Long Beach, Calif.

Congressman Maas, 4th Congressional District, Minnesota, was a visitor at this station August 14th. The Congressman addressed the commissioned personnel at a meeting of the officers. A tour of inspection of the various Air Corps stations is being made by airplane by Mr. Maas, and he evinced much interest in the functioning of the school. Congressman Maas is a rated airplane pilot and availed himself of the opportunity of getting in over five hours' solo time while at this station.

Rockwell Field, Calif., August 22nd.

Funds have been allotted for repairing of corrugated iron roofs on hangars and shops at Rockwell Air Depot. Twenty buildings are to be re-roofed with tar and muslin, and two were completed on July 31st.

Mr. Charles Dollfus, of the French Technical Service for Aeronautics, visited Rockwell Field July 27th. Mr. Dollfus has been interested in balloons for over seventeen years.

Captain Hugh M. Elmendorf, Commanding Officer of the 95th Pursuit Squadron stationed at Rockwell Field, was presented with a distinguished aerial gunner's badge by the Adjutant General. Captain Elmendorf won the distinguished aerial gunner's designation in the annual matches in aerial gunnery and bombing in 1927.

Colonel Louis M. Nuttman, Inf., recruiting officer of the 9th Corps Area accompanied by Col. Hunter B. Nelson,

recruiting officer of the Los Angeles District, visited Rockwell Field July 25th to consult with the Commanding Officer and local recruiting officer on recruiting activities of the post.

Major A.L. Sneed, Commanding Officer of Rockwell Field, departed July 24th in an O2-H for the purpose of ferrying same to Edgewood Arsenal, Md. He returned to Rockwell August 8th, after spending several days in Washington and Dayton in conference on personnel and materiel matters affecting Rockwell Field.

The officers of Rockwell Field were guests of the San Diego Chamber of Commerce at an "Aviation Ball" held at the Hotel del Coronado on the evening of August 16th. Officers from practically every Air Corps field on the coast attended and made the affair a brilliant success.

Middletown Air Depot, Pa., August 2.

General Foulois paid the Depot a short visit on July 21st.

The famous round the world racers, Capt. Collyer and Henry Mears, stopped off for a breathing spell on Sunday, July 22nd, and after sending some wires, took off in exceptionally soupy weather for Miller Field, N.Y.

Lieut. O'Neal took off in an O-2 July 2nd and headed for Fort Riley, Kansas, said ship to be used to carry the President's mail while he is on vacation. Lieut. O'Neal landed with no trouble at his destination July 4th.

The opening of the airport at Shamokin, Pa., July 11th was attended by Capt. DeFord and Lieut. Mills from this post. On the 21st Lancaster had its dedication, and Lieuts. Mills and O'Neal journeyed thence. A tough time was had by all.

On the evening of the 24th Col. and Mrs. Fravel were hosts to a dinner party of sixteen served at the Inn at Mt. Gretna, Pa. The occasion was the celebration of the date of the Colonel's entry into the military service 30 years ago. Besides Col. and Mrs. Fravel, there were seated Gen. Price, Commander of the Pennsylvania National Guard; Dr. and Mrs. George, Dr. and Mrs. Deatrick, Miss Keefer, Capt. and Mrs. Fleming, Capt. and Mrs. DeFord, Lieut. and Mrs. Estabrook, and Lieut. and Mrs. McGregor.

Capt. and Mrs. Earl H. DeFord left this station for a short leave of absence on Aug. 3rd, and the Capt. will report at Langley Field for the school later in the month. Their departure was the cause of innumerable parties,

and the entire post will keenly feel the loss of this popular couple.

During July 8 airplanes were delivered to their proper stations by air and 11 were received for overhaul. Included in the engines shipped was one entire carload to Fairfield for repair. Material for two complete tile type hangars, consisting of 18 carloads, was received and stored by the Depot Supply. Engineering has major overhauled 22 Liberty and 3 Curtiss motors during the month, also 7 planes.

Maxwell Field, Montgomery, Ala. Aug. 4.

This post has just finished giving its third successful two weeks' summer training course for Reserve officers. There were 33 officers who availed themselves of this training, and all of them passed their physical examinations. Quite a few of them soloed, notwithstanding the fact that some of these officers had not been in ships since the World War.

Two new O2-H's were ferried to this field this month from Santa Monica, Calif. by Lieuts. Whatley and Miller. They seem to have everything on them in the way of equipment, including the kitchen stove. We are mighty proud of them.

Several tow-target missions were flown this month at Fort Barrancas, Pensacola, Fla., for gunnery practice with the Navy.

The 22nd Observation Squadron at this post is celebrating its 11th anniversary this month.

Lieut. Isaac W. Ott, Air Res., reported for a year's active duty.

Lieut. Frank Byerly, Air Res., was ordered to Maxwell Field for a year's active duty.

Mitchel Field, L.I., New York, Aug. 21.

Civilization is fast encroaching on our erstwhile rural community here at Mitchel Field. First it was a whale of an illuminating gas tank a quarter of a mile northwest of the field; not it is a high tension line running along the north boundary of the station. However, this high tension line is of some use; the other day the line of towers guided into the airdrome two PT's full of Reserves who were caught out around Farmingdale by a lowering fog.

The 5th Squadron, line the First, is looking forward to its annual field maneuvers in October at Camp Dix. Plans are under way to camp out on the airdrome, away from the camp ground proper, with their own "Chow gun" and officers' mess.

Lieut. "Benny" Mendez, R., Lieut. of Colombian Army Air Service, is with us again. He is fast losing his command of Spanish as he acquires skill with our O-1 planes. He has been away from home so long that he won't recognize the old home town when he gets back. He asks many questions on things aeronautical, the principal one being "Any ships to fly this morning?"

The First Squadron completed the training of Reserve officers from the First Corps Area, as has the Fifth Squadron those from the 2nd Corps Area. Of the seventy or more Reserves trained here this summer, eight have soloed in service type planes - O-1's in this case; five of the eight being placed in Class I as being qualified to assume their place in a tactical squadron without a further refresher course.

The First is getting ready for the annual field maneuvers, and under the guidance of Lieut. N. Laughinghouse they hope to show General Preston Brown of the First Corps Area that the Squadron is the equal in quality to its name.

The Fifth Squadron (the 1st Division Air Service) had its roster of pilots badly depleted by the transfer of Lieut. Lauer to the 61st Service Squadron and the detachment of Lieuts. Hunter, Peaslee and Mower to Aberdeen Proving Grounds. The last three will be flying tow targets for the new anti-aircraft gun tests there for some weeks to come.

Rockwell Air Depot, Calif. August 3d.

The Depot Supply Department has moved into its new quarters, which was formerly known as Warehouse "A". This building is the first concrete hangar as one arrives at Rockwell Field. The interior of the building has been re-decorated and it makes a splendid office. This move greatly increases the efficiency of the Depot Supply. Much paper work has been eliminated and telephone calls reduced by at least 50%. Under the new arrangement all desks of both the office force and those of the warehouse force are in one large room.

The 95th Pursuit Squadron has 11 PW-9 airplanes of the latest type and are making good use of them. The "threes musketeers" - Lts. W.L. Cornelius, J.J. Williams and Irvin A. Woodring, take a little exercise in the clouds each morning in three of these new planes,

Lieut. Charles W. O'Connor arrived with an O-2A plane from the

Fairfield Air Depot for delivery to the 11th Bombardment Squadron. Lieut.-Col. Harry Graham, who also came to the coast in this airplane, left it at Los Angeles, the plane having come from the East via Phoenix, March Field and Los Angeles to Rockwell Field. The personnel is looking forward to a visit by the Colonel, who was one of Rockwell Field's former popular commanding officers.

Recent deliveries on Douglas O2-H planes were taken at the Douglas plant by Lieut. Forrest L. Neville, who piloted one to Dodd Field, Ft. Sam Houston, Texas, and Lieut. Milton M. Murphy, who ferried one to Pope Field, Fort Bragg, N.C., on July 31st. Both planes were inspected and serviced at the Depot.

Major H.B. Claggett, Air Officer, 9th Corps Area, arrived on official business at Rockwell Field July 30th and remained until Aug. 3rd, when he returned to Corps Headquarters.

Brooks Field, San Antonio, Tex. Aug. 9th.

Representative Melvin J. Maas, of St. Paul, Minn., arrived here August 2d in an O-2 piloted by Lieut. Hart of Chamite Field. He remained here about a week, making an inspection of Air Corps activities in this locality, and was then flown to March Field for the purpose of inspecting that station.

Lieut. D.D. FitzGerald, who was recently transferred here from Chamite Field, was detailed as instructor in the Communication Section of the Ground School, relieving 1st Lieut. M. Schneider.

Seven parachute jumps were made simultaneously by enlisted men on duty at this station from a formation flying in a "Luffery Circle" at 2,000 feet. The jumps were witnessed by Representative Melvin J. Maas, of St. Paul, Minn. The personnel making the jumps were Sgt. R. Funk, Corporals W.H. Stark and C.F. Mitchell, Privates R.G. Field, H.V. Hardy, S. Tolle and M. Roberts. Lieut. L.P. Hudson led the formation and directed the jumps, giving the signal by firing a Very pistol. This is the first time jumps were made at this station from a formation flying in a "Luffery Circle."

11th School Group Hqs: Staff Sgt. Dale Leonard received orders for duty in Panama. This is his first shot at foreign service.

Private James E. Meyers, now on furlough, writes in from Middletown, Ohio, stating that laboring in the Iron Mines is not so hot and that he may be expected back at Brooks shortly.

Jumping Jimmie Zieler remains on duty as acting 1st Sergeant during the absence of Sgt. Williford.

20th Photo Section: Lieut. T.E.

Lowe took three months' leave. During his absence Lieut. E.C. Lynch is our Commanding Officer.

Sgt. Chestnut received orders to sail for the Philippines in September. All personnel of the Section hate to see Chestnut leave. However, our loss is the 6th's gain. Sgt. Patterson replaces him.

Two new men were recently assigned the Section this week - Arner from Denver and Whitley from Tulsa, which brings the Section up to full strength. Our Acting 1st Sergeant, Supply Sergeant and other jobs too numerous to mention, Sgt. Dill, is leaving on a three months' furlough to visit points in the east, mainly Towanda, Pa., wherever that is. The covered Ford will be his prairie schooner.

Pvts. Barr, Grioves and Whyte, G., returned from furlough and all report having a wonderful time. A certain little bug afflicted Whyte while on furlough. Who is she, Whyte? Pvt. "Limy" Harrison is still on furlough but is expected back within a few days.

46th School Squadron: Pvt. Ellis P. Streater died at the Fort Sam Houston Station Hospital July 16th. The cause of death was an ulcerated stomach. The remains were sent to Wewoka, Okla., accompanied by his wife. The Squadron extends its heartfelt sympathy.

1st Sgt. Silliss reports there will be no radical departures from the old policy, "Best kept grounds on the field." He further states the new re-allotment of ratings, Air Mechanics, 2nd Class, lost the organization one Corporal but gave us one Private, 1st Class. Former Staff Sgt. Robert M. DeWald, of this organization, recently discharged by purchase, is now flying Air Mail out of St. Louis.

62nd School Squadron: 1st Sgt. B. Booth maintains we hold three first places on the Field, viz: neatness Mess Hall, best equipped Day Room and the most attractive barracks. Sgt. Booth invites any doubter to report to him at the orderly room and he will convince him as to the accuracy of this statement.

Dusty Rhodes sailed from Frisco on July 13th for duty in Hawaii. Beware of the Hula girls, Dusty!

The organization is now on the range, and from current reports Congress will be required to appropriate additional funds for pay of Experts and Sharpshooters.

Brooks Field, San Antonio, Texas, Aug. 24.

In one of the former contributions to the News Letter it was predicted that a course in advanced navigation might be conducted at this station for the permanent personnel. This prediction is about to become a reality, as the necessary equipment to conduct this course has been requisitioned. Should it be possible to procure these items, the class will be conducted by 1st Lieut. H.M. Holland.

Major S.W. FitzGerald, Commanding Officer of Brooks Field, departed for Washington by rail to ferry a Curtiss O-11 to Kelly Field.

1st Lieut. Walter G. Bryte departed August 6th on 30 days' leave. It has been rumored that while on leave Lieut. Bryte forsook the ranks of the bachelors and joined up with the downtrodden benedicts.

1st Lt. S.M. Connel, C.O. of the 46th School Squadron, took seven days' leave to visit Leakey, Texas.

1st Lt. O.R. Cook returned from 30 days' leave and resumed his duties as Instructor in the Dept. of Ground Instr.

1st Lt. E.C. Langmead left Aug. 18 on thirty days' leave.

Captain Frank W. Arnold, QMC, is on one month's annual leave.

1st Lt. F.T. Yount, QMC, assumed the duties of Post Quartermaster during Captain Arnold's absence.

A picnic and dance was given at Landa's Park, New Braunfels, by the Officers' Club on Aug. 17th. The program consisted of swimming and diving events, commencing at 5:00 p.m. and lasting until 6:30 p.m. Supper was served at 7:00 p.m. followed by dancing in the open air pavilion an hour later.

51st School Squadron: On August 18th the entire personnel of the organization was excused from all duties in order to permit their participating in the picnic and barbecue given at the Fair Oak picnic grounds in celebration of Organization Day. About 450 lbs. of meat was barbecued between 1:00 a.m. on the morning of the 18th and 12:00 noon, when dinner was served. In addition, salads, relishes, cake, coffee, ice cream and punch were served to the organization and the guests. Athletic events commenced at 11:00 a.m., and extended through until 7:00 p.m. These events consisted of -

- 100 yard dash (for men)
- Shoe Race (free for all)
- Tug of War (married vs single men)
- Potato Race (for ladies)
- Egg Race (for ladies)

Mail driving contest (for ladies)
Cracker eating contest (free for all)
Horse-shoe pitching contest (ladies)
Relay Race (married men and their wives)

Sack Race (for children)
Three legged race (for men)
Wheel-barrow race (for men)
50-yard dash (for children under 12)
Relay Race (for men)
Ugly men's contest
Indoor Baseball Game (married men vs. single men)

Upon the completion of the athletic events supper was served and then the dancing commenced, continuing until 10:30 p.m. With the swimming facilities available and the arrangement of the program, there was not an idle moment throughout the day. The squadron's regret is that there is but one organization day a year.

Camp Nichols, Rizal, P.I., July 2nd.

Headquarters, 4th Composite Group: Lieut. Lindeburg is back on duty after a siege of dengue fever.

Capt. C.A. Pursley, who arrived on the U.S.A.T. GRANT, was assigned to this detachment.

The Camp Nichols Tennis Team's good record was broken this month by the Corregidor team in matches played at Camp Nichols.

Sgt. Arant, Cpl. Ligon, Privts. Risdon and James left for the States on the July Transport. The old gang is surely going fast.

The detachment gained two good men this month - Pvt. Cross, transferred from 66th Service Squadron, and Pvt. Lamoroux from 28th Bomb. Sqdn.

66th Service Squadron: Lt. Wells was on cross-country trip to Aparri doing photographic work with the 6th Photo Section. He reports a very interesting trip.

Organization Day was celebrated June 2nd at Montalban. A good "swimming hole" was found there, which was taken advantage of. Picnic lunch was served at 1:00, and a large time was had by all.

Our Acting First Sergeant Joseph H. Benevides, who has been acting "Top Kick" for the past fifteen months, was appointed First Sgt. on May 28th and received congratulations of the entire organization.

Staff Sgt. Leonard L. Bentley, who has been in charge of the flying field construction for the past six months, has been ordered to Selfridge Field, Michigan, and will leave on the transport scheduled to sail about July 7th. It is with regret that we see him leave. Sgt. Bently has worked early

and late with his detail of men enlarging the flying field.

Sgt. Charles H. Wason, our Supply Sergeant, was discharged on June 15th and reenlisted the next day. He left on a pass for parts unknown. With about six years to do until he has thirty year service, Sgt. Wason is watching with much interest the outcome of the 25-year bill.

Tech. Sgt. Wm. R. Church, who has been in charge of the Post Ordnance and Armament, will leave on the July transport for his new station at Fort Crockett, Texas.

Staff Sgt. Norman C. Bullivant, who has been on special duty with the 6th Photo Section, this station, for the past six months, is leaving on the July transport for the 21st Photo Section, Scott Field. Sgt. Bullivant will be going back to his old outfit, as he left there two years ago for foreign service.

Staff Sgt. Jack Goulla, who has been in charge of construction on the E. and R. Building, was discharged June 23rd and re-enlisted the following day. He received his orders to return to the States on the July transport, going to Mitchel Field, L.I., via the Panama Canal. On arrival in New York he will take a sixty-day furlough before reporting for duty.

Staff Sgt. Morris Brock was discharged per E.T.S. June 21st and reenlisted the next day.

Staff Sgt. John J. Dooney transferred to the 2nd Observation Squadron, Kindley Field. Staff Sgt. Jasper Lindsey, transferring from the "rock", is now on special duty in post headquarters as Assistant Post Sergeant Major.

The Squadron organized a basketball team, and from all reports some good material is turning out for practice. Sgt. Lyman L. Littlejohn is manager of the team. The other organizations on the field had better watch their step.

28th Bombardment Squadron: The following promotions were made during this month: Sgt. Dockham to Staff Sgt.; Corporals Hall and Riherd to Sgts.; Pvt. King to Corporal. who left

The Squadron lost 17 men on the Transport sailing in July.

Staff Sgt. MacDermott, who leaves on the July Transport, is spending 30 days at Dagui on D.S. prior to departure. Looks as though he will be able to stand the trip and eat three squares a day.

Master Sgt. Kelly, who leaves this squadron on the October Transport, was granted a three months' furlough with permission to travel in China and Japan returning to the U.S. via commercial liner. The Squadron loses a very valuable man in the person of Master Sgt.

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Kelly and we all wish him the best of luck at March Field.

Clark Field, Camp Stotsenburg, P.I.

With the Transport GRANT arriving June 30th and sailing July 7th, there was a large turn-over at Clark Field both among officers and enlisted men. Officers who left when the GRANT sailed were Lieut. Heffley to Mitchel Field; Lieut. Dobzien to Crissy Field; Lieut. Crawford to Selfridge Field, and Major Walton, our Commanding Officer, to March Field. Replacements were as follows: Major Cousins, from O.C.A.C., who will take command; Lieut. Cakley G. Kelly from the Organized Reserves; Lieut. Bump from Fort Crockett, Texas; and Lieut. Irvine from Selfridge Field. Twenty-five enlisted men left on the 7th.

Laguio was very popular among members of this command the past month. Lieut. and Mrs. Crawford, Lieut. and Mrs. Heffley, Mrs. Dobzien and Mrs. Wolf visited the mountain resort.

Our flying field is undergoing a thorough working over. Due to the sandy nature of the soil, coupled with a long dry season, it was in pretty bad shape. Thanks to the labor of Lieut. McCormick's army of Filipinos, however, we hope it will soon be in better shape.

The anti-aircraft season will soon be with us again. In fact, the way for the grand work-out has already been paved with about ten hours' towing for machine gun firing by the 24th Field Artillery (PS). Let us hope the whole thing goes off as smoothly as it did last year.

Kindley Field, Fort Mills, P.I.

The rainy season arrived and with it comes weeping and wailing and gnashing of teeth. Instead of the hum of Liberty motors there falls upon the ear the gentle slap-slap of paint brushes upon wood and the clatter of saw and hammer. Headquarters building has been painted gray with green trimmings; the other buildings are well under way and it won't be long until we have the show place of the Philippines.

During a lull in the storm, Lts. Patrick and Watkins with Lt. McLellan of Camp Nichols, accompanied by Tech. Sgt. Lee, Master Sgts. Cooper and Wilson, took off in three amphibians for San Jose, Mindoro, and points south. Their itinerary included Iloilo, Zamboanga, Jolo, Cotabato, Camp Keithley and Camp Overton. The trip was for the purpose of aiding Major Kilner and Major Pirie in the inspec-

tion of military reservations under orders of Headquarters Philippine Department. All ships returned June 28th. We won't detail the heart-breaking (and pleasant) experiences, for we expect that has been done by the 4th Composite Group.

Well deserved promotions were awarded during the month when Sgt. Grover C. Moss became a Staff Sergeant, and a Sergeant's warrant was delivered to Corporal Arneson.

The following new officers joined us on June 30th: Lieuts. Lionel H. Dunlap, Howard G. Davidson and Lester M. Rouch. Lt. Dunlap takes over Operations and Communications; Lt. Davidson, Station Supply and Lt. Rouch, Organization Supply and Agent Quartermaster.

On June 19th a "Short Timers Party" was held in honor of those going back to the States. Corporal Ward, acting Mess Sergeant, did himself proud. Master Sgt. Wilson was the hit of the evening as he detailed the history of the Southern Island Flight. Among those going back are Sergeant-Major Ross Peck, whose genial disposition wins him friends wherever he goes and whose ability as a cartoonist, raconteur and all around artist has furnished entertainment galore. Private Miles' melodious voice will no longer be heard crying "Ice, Ice in the wee small hours. Sergeant Robinovitz, our Irish Mess Sergeant, will no longer toss the festive ham and eggs at Corregidor, nor will Staff Sgt. Gray tell the boys what makes the motor run. Staff Sgt. Jolly's loss will be felt on the line.

This is Basketball season and the team is shaping up. We have challenged the 66th Service Squadron of Camp Nichol to a show down. Lt. Davidson is the new Athletic Officer. That ought to help, too.

San Antonio Air Depot, Duncan Field, Tex. August 1st.

Friday, July 20th, was marked in San Antonio by great honors paid to the memory of the late Captain Emilio Carranza, Mexico's flying Ace and Good Will Messenger to the United States, when the special train bearing his body, en route to Mexico City, stopped in San Antonio for over three hours. The military funeral cortege passed from the train through the streets of the city to the Municipal Auditorium, where impressive ceremonies were held, and returned to the train. The ceremonies were in charge of the Commanding General of the 8th Corps Area, and were participated in by State, Municipal and Military authorities, representatives of the Mexican

Government, and numerous patriotic and other organizations and activities of San Antonio; and were witnessed by thousands. The Commanding Officer of this Depot, Lt.-Col. Mars, was one of the honorary pallbearers and participated in the placing of wreaths on the casket. Other members of this command attended the ceremonies.

Approximately 18 officers of the Quartermaster Corps Reserve, on active duty at Headquarters Eighth Corps Area, paid a visit to this Depot July 24th, in charge of Major H.C. Glover, QMC Res. They evinced much interest in the workings of the different departments of the depot.

On July 25th a party of about nine student officers of the School of Aviation Medicine, Brooks Field, were conducted, in charge of Capt. Robert K. Simpson, M.C., on a tour of inspection through the shops and warehouses of the San Antonio Air Depot.

Among our number from July 18th to 31st was Major Philip P. Cook, Air Corps Reserve, of Paris, Texas, on active duty training at this Depot, this being his second tour here.

Capt. Wm. F. LeBaron, Air Reserve, of San Antonio, is availing himself of a 14 days' tour of active duty training at this Depot, beginning Aug. 1st.

In the field of athletics, the San Antonio Air Depot Baseball Team (the "Airmen") are continuing to show the old speed. On July 21st they took the championship of the Saturday League, one of the four amateur leagues of San Antonio, and are now conceded the best chance for the Amateur City League Championship. If successful, it will put them in line for the State Amateur title.

San Antonio Air Depot, Tex. Aug. 14th.

The Engineering Department of the San Antonio Air Depot turned out the following in the way of airplane and engine overhaul during July: Airplanes, 5 DH-4M-1, 2 DH-4M-2, 3 DH-4M-20, 11 PT-1, 1 PT-3, 1 AT-4, 3 O2, 3 O2-C, 1 C-1, 1 C-2A, 2 NBS-1, 1 PW-9, 1 KA-1, total 35; Engines - 40 Liberty, 32 Wright-E, 1 Wright E-3, total 73.

Capt. Wm. F. LeBaron and 1st Lt. Edward R. Stapley, Air Reserve, the former of San Antonio and the latter of Stillwater, Okla., completed 14-day tours of duty August 14th at this Depot.

1st Lt. Ennis C. Whitehead, of the Office of the Chief of the Materiel Division, was a visitor at this Depot August 6th to 7th, for conference with the Commanding Officer regarding pro-

posed new construction at the Depot.

On August 7th this Depot had the pleasure of a brief visit from Hon. Melvin J. Maas, Representative in Congress from St. Paul, and aviation enthusiast, incidental to his visit to the Air Corps Training Center for a study of ground school and flying training methods.

Langley Field, Va., August 7th.

The activities at the field were devoted largely to making organized reserve training periods pleasant and profitable.

The 409th Attack Squadron in active training at Langley Field divided itself into flights, as did the organized reserve squadron just preceding it. The spirit of flight contest is becoming keener as each reserve squadron reports for duty.

The following Air Corps Reserve officers were on the Reserve Staff: Lieut. Col. Joseph F. Randall, Executive Officer; Major W.D. Grant, Squadron Commander; Captains E.T. Kelton and J.W. Lanford leaders of "A" and "B" Flights, respectively.

So far this month the flights have contested in aerial machine gun firing and pistol shooting. Each flight since arrival was graded on its promptness, and the individuals in each were graded on military bearing, neatness, appearance of quarters, etc.

The following Langley Field officers were assigned as executive officers: Capt. Ernest Clark, camp commander; 1st Lt. D.L. Behncke, Air Reserve, on active duty at Langley, Executive and senior officer; 2nd Lt. Ford L. Fair, Adjutant and Recreation Officer; 2nd Lt. Ward J. Davies, Operations Officer; 1st Lt. W.C. Wimsatt, Engineering Officer; 1st Lt. John K. Missley, Supply Officer; Capt. H.S. Steenberg, M.C., Camp Surgeon. Ten instructor officers were also assigned to assist the Attack organization in clearing moot points.

The funeral of the late Lieut. Chas. B. Austin, who died on July 27th, was held at the Arlington Cemetery. A guard of honor, composed of fellow officers of Langley Field, accompanied the remains to Washington and their final resting place.

Langley Field, Hampton, Va. Aug. 29.

This month has occasioned Organization Day picnics of several Langley Field squadrons, the 49th Bombardment, the 96th Bombardment Squadron and the 96th Bombardment Squadron being among

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those to celebrate this day.

Of the 48 candidates for the Flying School at Brooks Field who were recently examined, 14 passed the physical examination. All of them were exempted from the mental examination by virtue of having completed two years' college work.

Capt. C.E. Rust, Lieuts. Peyton, Vaughn and Thomas are among officers on duty from this station at the Aberdeen Proving Grounds, Md. They will be there for two months in connection with anti-aircraft development. Capt. Wm. Flood, 19th Airship Company, is there for the same duty.

Both Lighter-than-Air and Heavier-than-Air Reserve officers are engaged in 15 days' training at Langley Field. The Group is giving training to the 304th and 305th Observation Squadrons, Organized Reserve. The 19th Airship Co. is instructing a smaller number of balloon pilots.

Reserve officers of the two squadrons, 304th and 305th, are competing for a cup to the most efficient squadron. The same events as in the other squadron contests prevailed in this one. The high spirit of competition still exists.

Capt. Chas. L. Hayward, 1st Lt. S.S. Beach, 2nd Lts. Chas. C. Murphy, D. Murphy and E.H. Wolff, all of the Air Reserve, reported for duty with the 19th Airship Company, for a period of two weeks beginning August 12th. While on temporary duty here, the Reserves are to undergo intensive training in free ballooning and observation work, as well as training for airship pilots.

Capt. Ernest Clark assumed command July 1st of the 59th Service Squadron, relieving Captain James F. Poherty. Second Lieut. W.R. Wolfenbarger was also assigned to this organization.

Lieut. Frank B. Tyndall represented the Army Air Corps in the Ford 1928 National Air Tour. He followed the other 29 planes, carrying the official scores and reports of the Weather Bureau and press. Lt. Tyndall joined the Tour at Lambert Field on July 1st and continued with them throughout the itinerary of the tour, reporting back to Langley Field the first part of August.

Lieut. E.M. Morris and Mrs. Morris left Langley Field and sailed from New York Sept. 5th for duty in the Philippine Islands.

The officers and ladies of Langley Field entertained the two Organized Reserve Squadrons, the 304th and 305th, with a boating party. The boat was anchored in Chesapeake Bay and a swim-

ming match was held.

More than 20 officers, who will be students in the Air Corps Tactical School at Langley Field the coming scholastic year reported for duty. A grave problem for the officers of Langley Field and the real estate people of Hampton has presented itself in finding suitable quarters for the officers located near enough to the field.

Lieut. James F. Walsh, who was seriously injured at this field August 8th was removed from the post hospital at Fort Eustis to the Walter Reed Hospital in Washington, where he is reported to be getting along nicely.

Boston Airport, Boston, Mass. July.

The month of July was a busy one at this station, the increase in flying being due to better weather conditions than that which prevailed during the spring and early summer. Several Air Corps Reserve officers on active duty, and in general, added interest in flying among the inactive Reserves and others.

During the past three weeks several Reserve officers (pilots) have been checked out, some of whom have not flown for six years. We are glad to see them renew their interest in the flying game.

The total pilot time flown at this station during July was 265 hours. This, of course, is not all Reserve flying, as Lieuts. Duke and Cobb, the two Regular Army officers on duty here, and Capt. Ford, the Corps Area Air Officer, have 127 pilot hours to their credit. General Preston Brown flew with Lieuts. Duke and Cobb 28 hours during the month. General Parker, from the War Department, during an inspection tour of posts within the Corps Area, flew five hours. Congresswoman Edith Mourse Rogers, of Mass., also flew several hours in planes from the airport, while others of lesser note, though influential people, were given hops.

The following Air Corps Reserve officers were on active duty for 14-day periods during the month: 1st Lieuts. Robert L. O'Brien, Charles C. Greene, Charles Clark and George H. Jusk, all pilots.

During the month training in connection with Coast Artillery and Anti-aircraft target practice, was carried on by personnel with equipment from this station. Artillery Adjustment, Tow Target and Tracking missions with units at Forts Preble, Williams and McKinley, Me., Fort Andrews and Standish in Boston Harbor, were conducted, and all proved satisfactory and successful. One accident happened during these operations,

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on July 19th, when 1st Lt. Lusk, Air Reserve, on active duty at the time, was sent to Portland, Me., to operate with the troops at Fort Williams in a D.H. tow-target ship. He was instructed to land at Portland Airport to confer with the Adjutant of Fort Williams prior to mission, but in landing he hit a soft spot, blew out both tires and the ship turned over on its back. Damaged beyond local repair the plane was sent to Middletown Air Depot. Neither the pilot nor Pvt. Russell, who was the target operator, was hurt.

Our O-2 mail plane, which had been at Middletown for overhaul, was flown from there to Boston by Lieut. Duke on July 24th, so we are fairly well supplied with ships at present, though one PT-1 had to be loaned to Mitchel Field for their training period. At present we have 3 PT-1's, 1 VE-9, 1 DH-4B, the O-2M, one amphibian borrowed from Mitchel Field, and the A-3 assigned for General Brown. The DH-4B and the Vought are old type planes, and they will be disposed of in the near future.

Major Dargue from the Chief's office stopped over for fuel a few days ago. The Major at one time was in command of the Airport, but that was when it was in its infancy. He was pleasantly surprised to note the improvements here since his time when, as he said, one had to wear hip boots to push the ships out to runway, and sweep the snow off your desk each morning before you could get near it. Captain McClelland, also from the Chief's Office, was a visitor. Lt. White, stationed at West Point, N.Y., arrived here the 30th. When landing he broke a strut on his ship. As he was flying an amphibian and no spare parts of that kind are available here, he was forced to wait until such could be obtained from the factory.

The enlisted personnel was increased by one man when Private Bower joined on the 17th. This increases the detachment to 14 enlisted men and greatly improves efficiency.

Boston Airport, Mass., August.

The principal item of news at present is the anticipated combined training of 1st Corps Area troops to be held at Fort Ethan Allen, Vt., September 1st to 9th.

The month of August so far has been a busy period, and it is believed that flying time for the month will exceed time for any previous month to date. This is due to additional Reserve officers flying.

The 1st Obs. Squadron, stationed at Mitchel Field, but assigned to this Corps Area for training, operations and other work necessitating Air Corps activities, is leaving Mitchel Field August 27th by air and motor transportation for Ft. Ethan Allen, moving in one echelon as follows:

Aug. 27, Mitchel Fld. to Hartford, Conn.

28, Hartford to Worcester, Mass.

29, Worcester to Concord, N.H.

30, Concord to Claremont, N.H.

31, Claremont to Bradford, Vt.

Sept. 1, Bradford to Ft. Ethan Allen.

Each day's camp will be established at or near flying fields located in towns where stops are made, and planes each day will fly to destination of the truck column, excepting on Aug. 31 at Bradford, Vt., on which date planes will be based on Fort Ethan Allen.

As the enlisted men on duty at the Boston Airport are members of the 1st Obs. Sqdn., this command is included in the maneuvers and are now making preparations to leave the Airport Aug. 29th for Concord, N.H., where the Squadron will be joined. The trip to Fort Ethan Allen and training there should prove of great benefit to all, especially to us of the Air Corps who have had so little field service. All here are looking forward to it with much interest.

The flying performed by Regular and Reserve officers on active and inactive duty consisted of local flying, training, testing equipment and cross-country flying to various places in New England, Mitchel Field, Albany, West Point, N.Y. and Washington. Most of these cross-country flights were made with Maj. Gen. Preston Brown on official trips and tours of inspections.

A 4-ship formation with Lt. Cobb in command, and 3 Reserve pilots, flew to Marthas Vineyard, where an Air Carnival was held. They reported having a good time, but unfavorable weather delayed the return of planes for two days.

The following Air Reserve officers were on 14 days' active duty in August: 1st Lts. Theodore E. Baker, Francis C. Crowley and Ray C. Van Arsdale, all pilots.

Several notable visitors called here during the past two weeks. Lt. O'Neil from Bolling Field flew former Asst. Sec. of War MacNider here; Capt. McClelland from the Chief's Office brought Congresswoman Rogers of Mass. from Washington, and Lt. Quesada, enroute from Northeast Harbor, Me., to Washington with Secretary Davison, stopped here for fuel. Major Dargue also paid us a visit. Governor Brewster of Maine had planned to visit the Airport, but found that he was unable

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to do so at the time anticipated. His Secretary of State, however, who is a 2d Lt. in the Maine National Guard, with four other officers, called on the Commanding Officer of the Airport, and each was given a short flight.

We have a new Corps Area Air Officer now, Col. Burt, whom many of us who served in France during the war will remember, as he was in the Air Service at Chaumont, Tours and other stations during the unpleasantness at that time. Capt. Ford, who has been Acting Air Officer since Major Longanecker left, is now handling Reserve personnel and activities pertaining to them.

We are losing Lt. Cobb Sept. 1st. He is going on leave for two months, after which he is ordered to Selfridge Field. We are sorry to see Dick go, but he likes them fast, faster than we have them here, so here is hoping he is assigned to a Pursuit Squadron, and we should not be surprised to see him steal some of Jimmie Doolittle's stuff, for he is one, - well, what did they call Lindbergh?

It is understood that Lt. Joe Wilson from Mitchel Field is ordered here for duty in place of Lt. Cobb; at any rate, we will have to have some pilot to help Lt. Duke with the flying being done, as it would be impossible for one officer to do it all and take care of other activities.

Staff Sgt. Wm. H. Blackdon, from Mitchel Field, is ordered to duty at Boston to replace our acting 1st Sgt. Anderson, who retires in October. Sgt. Blackdon will report here after the training period at Fort Ethan Allen, when Andy will take a furlough to hunt himself a home.

41st School Sqdn. Kelly Field, August.

The Squadron is entirely equipped with A-3 type airplanes, and we are receiving very satisfactory service. The last of the old standbys were ferried to March Field.

Sgt. W.O. Trager is at present on furlough, having reenlisted recently. When last heard from he was in Washington, D.C., seeing if there was any hopes of having only 5 to go instead of 10. Good luck, Bill.

Pvt. John T. McMahon, formerly of the 9th Infantry, has taken the burden upon himself to represent the Squadron in the boxing tournament being held here.

Capt. John I. Moore, 1st Lt. John F. Whiteley, 2nd Lts. George J. Eppright and Earle E. Partridge left by air Aug. 10th for Colorado Springs,

Colo., to participate in the dedication of the Municipal Airport, returning August 13th.

1st Lt. Arthur Thomas left on the 3d by rail for Garden City, L.I., to ferry an AT-5A to this station.

2nd Lt. R.W. Gibson, our Adjutant, is performing the duties of Personnel Adjutant, ACAFS, during the temporary absence of 1st Lt. R. B. Lea.

1st Lt. Wm. W. Welsh is enjoying a 30-day leave "somewhere" in New Mexico. Fishing must be good, as he requested a ten-day extension which was approved.

Master Sgt. J.A. Downey wired in for a ten-day extension from Golden, Colo. Must be some attraction in that part of the country.

Staff Sgt. F. Pierce reenlisted last month for the last time. He is at present making preparations to go on furlough as it is about time to gather in the crops. He has decided that farming is more profitable than buying cars.

Sgt. Gleason, Mess Sgt., is under orders to sail for P.I. Sept. 28th. He is still hoping the 25-year bill goes thru before then, as he seems to have something rather attractive up in West Texas. Sgt. W.W. Morris is taking over the reins until a replacement arrives.

Kelly Field, Texas, August 1st.

43rd School Squadron: The new Pursuit Squadron is well under way and are now doing formation work.

The Squadron received two of the new Curtiss AT-5A's a few days ago.

The men in the organization have been receiving instructions in Whirlwind engines from Mr. Voorhees of the Wright factory.

On July 26th this Squadron celebrated Organization Day with a picnic at New Braunfels.

Lieut. Kiel has returned from leave.

Major Strauss and Capt. McDaniel returned from a trip to the Pacific Coast in our Curtiss C-1.

Lieuts. Thompson and Burwell have gone East to ferry back two new airplanes. Corporal Talbot and Pvt. Sanchez are to be discharged soon.

Private Ewing was discharged and reenlisted to go to Chamute Field.

Private Strange is on furlough and will report in at Chamute Field for duty.

Marshall Field, Fort Riley, Kans. Aug. 24.

The summer training camps for Reserve officers were completed, and the squadron is getting back to routine missions.

Only a few crack-ups occurred this year due to this training, none of these being serious.

Two of our pilots narrowly averted a

serious accident when Lieut. Brownfield in an O2 hit the tail of a PT occupied by Lieut. Munson. The accident occurred as Lieut. Brownfield took off just as Lieut. Munson landed directly ahead.

Lieuts. Blackburn and Daniels arrived last week with two O2-H airplanes from the factory in California. One of these was sent to Superior for the Presidential Air Mail Detachment and one was assigned the squadron.

2nd Lieut. Charles C. Coppin, Jr., was relieved from further duty with the Presidential Air Mail Detachment, he having tendered his resignation as an officer of the Army to take up work elsewhere. We regret to lose the services of Lt. Coppin and hate to see him leave.

The Squadron will go on a tactical hike next month, and all transportation and equipment are being placed in readiness for the trip.

France Field, Canal Zone, July 30.

The Aerial Gunnery and Bombing Practice and the Small Arms Target Practice with the cal. .45 pistol for 1928 was just completed with the following results:

Of the 12 Pursuit Pilots firing the Pilots' Course A, 11 qualified as Expert Aerial Gunners.

Of the 11 Observation Pilots firing the Pilots' Course A, 3 qualified as Expert Aerial Gunners, 4 as Aerial Sharpshooters, and 3 of them failed to qualify.

Of the 13 Bombers participating in the Bombing Practice, Bombardment Course B-A, all qualified as Expert Bombers, which is considered an excellent average.

Of the 653 enlisted men who fired the Dismounted Pistol Course with the cal. .45 pistol, 235 qualified as Pistol Experts, 84 of which number qualified with a percentage of 93 or better. The highest was Master Sgt. Sorenson, who fired the course with a final percentage of 99.3. Staff Sgt. Doherty came in second with a percentage of 98.6, and Lt. H.G. Crocker came in third with a percentage of 98.1.

France Field recently organized a Pistol Team to represent it in all Pistol Matches to be held by local Gun Clubs. During the past 4 months, 4 matches were entered, and in each case the team made an excellent showing. It is expected the team will carry away the honors in the coming Department Pistol Competition.

Lts. Bushey, Parker and Douglass received the congratulations of the command upon their return from the

National Gunnery and Bombing Competitions at Langley Field, where they won the final leg and received the Distinguished Aerial Gunnery and Bombing Medals.

The 25th Bomb. Sqdb. welcomed with open arms the recent consignment of three Keystone (Pirate) Bombers which arrived July 10th, and will soon bid farewell to the last of the old wooden NBS-1's which gave faithful service in the past 6 years.

Owing to the fact that the 7th Obs. Sqdn. is now down to airplanes of the amphibian type, all other types having been either cracked up or salvaged and there being no hope for a replacement of any other type in the near future, every effort is being made by the mechanics to grow web feet in order that they can handle these ducks when they land on the water.

Lts. Bushey, Bailey and Howard returned recently from leave of absence on the East Coast, and from all indications the vacation was beneficial to each.

Capt. Simonin, Lts. E.D. Jones, King, Davidson, Cronau and McDonald, having been granted leave of absence, are now enjoying vacations somewhere in the U.S.

The following cablegram was received from Lt. George C. McDonald: "Request months leave extension to get married also quarters Gold Coast preferred."

Recent arrivals here for tours of foreign service included Major Borden, MC, who relieved Major Edward P. Beverly as Flight Surgeon, Major Tressel, D.C., Lts. E.E. Harmon and Jamison, and Chaplain Tarskey, who relieved Chaplain Carroll, now stationed at Selfridge Field, Mich.

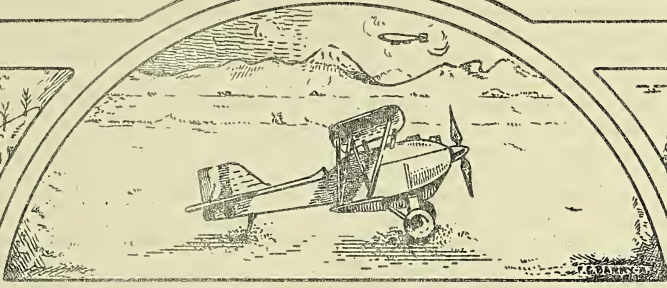
Col. Fisher and family recently returned from leave of absence in Calif., where they enjoyed two months of Calif. sunshine. Immediately upon his return, Col. Fisher went on an inspection trip to the various airdromes in the interior, which included a new one recently opened up by the United Fruit Co. at Progresso, R. de P., near the Costa Rican border.

The 24th Pursuit Squadron observed Organization Day July 19th by having a barbecue and beer party on Manzanilla Island, and from all indications it was a very enjoyable day for all members of the squadron and their invited guests.

Recent arrivals of Noncommissioned officer replacements included Mr. Sgt. Ernest Cote from Kelly Field who replaced Mr. Sgt. Fletcher; Mr. Sgt. J.K. Williams from March Field who replaced Mr. Sgt. Grimble; Mr. Sgt. Redfern from Kelly Field, who replaced Mr. Sgt. Hale, and Tech. Sgt. Cox from March Field who replaced Tech. Sgt. Nelmar.

Lts. Zane, Ballard and Cluck, ordered to the States, are to be stationed at Selfridge, Kelly and Wright Fields, respectively.

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Air Corps

News

Letter



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OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation

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THE LOS ANGELES AIR RACES

For the second consecutive time, the National Air Races, the outstanding aeronautical event of the year in America, was held on the Pacific Coast, this time at Los Angeles, Cal., from Sept. 8th to 16th, inclusive. This year the Army Air Corps did not participate in the races to the extent that it had in the past, there being only two major competitive events in which they took part - the John L. Mitchell Trophy Race, a closed event for members of the First Pursuit Group at Selfridge Field, Mich., and the General Mason M. Patrick Trophy Race, limited to members of the Third Attack Group at Fort Crockett, Galveston, Texas.

Pilots of the 1st Pursuit Group who flew to Los Angeles were Major Ralph Royce, Commanding; Capt. Victor H. Strahm; Lieuts. Julian B. Haddon, Rex K. Stone, John K. Cannon, Frank D. Klein, Burton M. Hovey, Jr., Frank G. Irvin, Frank H. Robinson, William H. Doolittle, Ernest H. Lawson and Robert L. Schoenlein.

The Attack Group pilots who journeyed to the Pacific Coast were Maj. John H. Jouett, Commanding; Capt. Ralph H. Wooten, Horace N. Heisen, 1st Lieuts. John G. Williams, George A. McHenry; 2nd Lieuts. Ivan M. Palmer, Earl C. Robbins, Otto C. George, Walter W. Gross, Herbert M. Newstrom, Donald W. Benner, George R. Acheson and George H. McNair. 2nd Lieuts. Richard H. Gilley, Eyrle G. Johnson accompanied the Group as Reserve pilots. Also accompanying the Group were Capt. Robert Murphy, Medical Corps, and Maj. M. L. Morales of the Guatemalan Air Corps.

Langley Field pilots were also among those present at the Races, 9 bombardment planes making a tactical flight across the continent. Pilots who made the long journey from the Atlantic to the Pacific in the big planes were, in addition to Maj. Hugh J. Knerr, who was in command, Capt. Cecil G. Sellers; Lieuts. Harold W. Beaton, Phillips Melville, Emile T. Kennedy, David L. Behncke, Ward J. Davies, A. J. Kerwin Malone, Alfred H. Johnson, Wilton M. Briney, William B. Blaufuss, Ford L. Fair, William Wolfingbarger and Harold L. George. Flight Surgeon Capt. Ira F. Peak, M.C., accompanied the flight.

Lieut. J. E. Upston, Air Corps, of the Information Division, Office, Chief of the Air Corps, preceded the Langley Field flyers in the dash across the continent. He piloted a Curtiss Falcon observation plane and was accompanied by Mr. Frederick R. Neely, Staff Correspondent of the Washington "Evening Star". This flight of the bombing pilots is described by the Langley Field Correspondent elsewhere in this issue of the News Letter.

The opening of the Air Meet on September 8th was attended by about 50,000 persons. At 1:30 P.M., an Army gun boomed a salute, while the band played the "Star Spangled Banner". Next came salutes for high Army and Navy officers scattered in the special boxes reserved for them.

During the entire afternoon the spectators were entertained by a fine exhibition of formation and acrobatic flying by Army, Navy and Marine Corps flyers. Five pilots from the 91st Observation Squadron, Crissy Field, Presidio of San Francisco, Cal., indulged in formation flying, while the Pursuit pilots from Selfridge Field, after some splendid formation work, split up into threes, dived, zoomed, rolled and cut a varied assortment of dicos. The Marine Corps share in the program was a flight of seven Curtiss Falcons from Observation Squadron No. 8, while the Navy displayed its VB-2B Squadron. A feature of the program was an exhibition of acrobatic flying by the three Navy "Sea Hawks".

During the course of the afternoon the nine Keystone Bombers from Langley Field arrived and flew in formation over the field.

The program on the following day, Sept. 9th, was marred by the crash of Lieut. George H. Hasselman, U.S. Navy, a member of the VB-2B Squadron, who crashed 50 feet to the ground in a side slip and was seriously injured.

Following the conclusion of the Navy Race, nine big dark green Army planes from the 2d Bombardment Group, took the air and gave the spectators an opportunity to view at close range these "Dealers of death and destruction", as the announcer fittingly called them.

Two freak planes had the air to themselves for a while when Al Wilson's 1910 Curtiss pusher plane and the California Tech "flying dill pickle" - the almost tailless plane with the tilting wings - entertained the crowd.

The crowd had another thrill when the parachute jumping exhibition was staged. George Brink, Navy parachute jumper, narrowly escaped serious injury when the folds of his parachute, driven by the wind, wrapped themselves around him and he was unable to disentangle himself. After hurtling toward the ground for approximately 1600 feet, Brink opened his auxiliary chute and landed nicely.

Two other jumpers, W.T. Dodson and Harry Woodby, of Los Angeles, made the jump simultaneously with Brink, and when the latter landed he stated that he had not realized how far he had fallen until his chute partly unfurled from his face and he saw the jumpers far above him floating down through space.

Six Marine Corps aviators participated in a race to commemorate the Air Corps Round-the-World Flight. It was a fifty-mile sprint, and was won by Lieut. Decker, who negotiated the distance in 23 minutes, 21 seconds. Four of the World Flyers were present at the Races in the persons of Capt. Lowell H. Smith, Lieuts Erik H. Nelson, Leslie P. Arnold and Jack Harding.

More formation and acrobatic flying by the Navy VB-2B squadron, the planes of the 91st Observation Squadron and the three Navy Sea Hawks was viewed by the spectators.

The program of the second day of the National Air Races ended with an exhibition of fireworks and field lighting parachute flares. Al Wilson in his ancient plane zoomed and swooped over the grandstands with colorful rockets bursting on the plane's wings. His exhibition followed a demonstration of night lights on Mines Field. An automatic lighting system which caused the great field to be brilliantly illuminated was turned on by the hum of an approaching airplane motor.

The third day of the National Air Races, September 10th, was marred by an unfortunate accident to one of the Army's "Three Musketeers", in the person of Lieut. J.J. Williams, of the 95th Pursuit Squadron, Rockwell Field, Cal. His death marked the only fatality among the hundreds of flyers appearing in the races, and proved a sad ending to an otherwise successful day, causing the some 85,000 spectators to leave the field in a sorrowful mood. The "Three Musketeers" Lieuts. Williams, I.A. Woodring and W.L. Cornelius, took the air shortly after five o'clock for the purpose of giving an exhibition of Army Pursuit acrobatic maneuvers in close formation in their fast little pursuit ships.

After the completion of the formation maneuvers, Lieuts. Woodring and Cornelius climbed up to an altitude of 10,000 feet and executed a three-quarters outside loop in formation. Meanwhile, Lieut. Williams remained at a lower altitude and entertained the spectators with a series of solo acrobatics. As Lieuts. Woodring and Cornelius completed their maneuver, Lieut. Williams started across the area in front of the grandstand flying upside down. His engine was noticed to cut out, whereupon he immediately completed his roll and returned to an upright position. Contrary to expectations, however, his engine did not pick up and, not having sufficient flying speed to effect a safe landing, his plane descended in a flat glide, striking the ground with the wheels, which collapsed, resulting in a crash which caused his death.

This accident was one of those queer turns of fate wherein pilots are sometimes killed in what may be termed a minor crash, whereas in other crashes where the plane is reduced to a mass of wreckage pilots emerge almost unscathed.

Lieut. Williams' comrades saw the accident that befell their leader, but they continued to loop and roll for many minutes thereafter. When both landed they showed the strain and grief they were under while carrying on above.

The spectacular acrobatic flying of the "Three Musketeers" and the "Three Sea Hawks" (Lieuts. D.W. Tomlinson, A.P. Storrs and W.V. Davis, U.S.N.) was special stuff. These six Army and Navy airmen had been well drilled in their respective acts and they gave the public the biggest "kick" of the meet.

The outstanding event of the day was the finish of the Class A Race, when more than a score of small commercial planes came roaring into the field and landed within a twenty minute period. Earl Rowland, the Kansas Flyer, who held the lead in the Race ever since taking off from New York, came into the field and flashed across the finish line a fraction of a minute ahead of the others. Following him came 22 others, and two hours later the last racer came in, delayed en route from San Diego by a forced landing due to a balky motor.

The cross-country racers and the acrobatic flyers at the field had to share honors with Colonel Lindbergh, who arrived at the races shortly before 10 o'clock in the morning and took his place in the judges' stand in the afternoon.

The day was just a continuous performance of "fancy" flying, instructive, beautiful and thrilling. It was "Navy Day" and the Navy planes had the biggest

part of the schedule to themselves.

There was a bombing exhibition by the Marine Corps bombing planes which dropped small explosive bombs on a round target laid out in front of the grand stand.

A spectacular demonstration of night flying by military and civilian planes formed the major portion of the night program. The nine big Keystone bombers from Langley Field, Va., led the demonstration. Invisible against the background of the night except for their navigation lights, they simulated a night bombing attack while traveling at a 90-mile-an-hour clip.

Civilian pilots had their inning during the fourth day of the Races, September 11th. The San Francisco to Los Angeles Race was won by H.M. Myrnes; Charles Dyer finishing second and Jack Frye, third. Nine ships finished the race and they reached the field about half an hour before they were expected.

Following the arrival of the Derby racers, Army Air Corps planes took off and staged a mimic warfare, six Keystone Bombers from Langley Field, Va., and nine Pursuit ships from the 1st Pursuit Group, Selfridge Field, being in the air in two V-formations, the bombers flew over the field, swung into echelon and presumably dropped bombs on enemy positions. About a thousand feet above them flew the swifter pursuit planes, circling back and forth to hold their speed down to the slower pace of the bombers. And still higher, darting back and forth through the sky, flew a single observation plane, watching the entire operations.

Three members of the First Pursuit Group, Lieuts. Frank Klein, Robert Schoenlein and Trevor Kenyon, leaped into the air in their pursuit planes and engaged in a mimic air battle.

The Marine Corps staged a 50-mile race, ten laps of five miles each, confined to planes of the 8th Observation Squadron. Lieut. Woodarczyk was the winner by the scant margin of three seconds, his time being 23 minutes and 14 seconds.

Five ships of the 91st Observation Squadron, Crissy Field, gave another demonstration of formation flying; the three "Sea Hawks" performed in their accustomed manner; Al Wilson and his 1910 pusher plane flopped along cheerfully about the sky, and the California "Dill Pickle", which looked as if it couldn't possibly fly, actually did.

A new and different kind of plane, silver in color, sped past the grandstand at a 140-mile clip. It was E.D. Heath's "Baby Bullet", the smallest of all planes. Boasting of a single wing, with a spread of 14 feet, it stands so low that when a crowd is around it, the plane is completely hidden. It weighs 252 pounds and is powered with a two cylinder engine.

Parachute jumpers furnished more thrills. There were three triple jumps, a big plane soaring aloft with a jumper perched on the end of each lower wing clinging to a strut and another in the cockpit. Two thousand feet up and, what appeared to be three black dots, detached themselves from the plane and started falling until three white bubbles blossomed out in the sky and checked their descent. The three jumpers timed their departure from the plane so as to float down in line. They landed sitting down, but it was rather windy and the chutes dragged them along for an uncomfortable distance.

Volunteering to take the place of Lieut. J.J. Williams, one of the Army's "Three Musketeers", who died as the result of his crash on Monday, Colonel Charles A. Lindbergh again acted as leader of the two remaining Musketeers and went through a series of acrobatic maneuvers which thrilled the spectators. The Flying Colonel banked, dipped, zoomed, and led the Army men through all the regular feats of formation flying before returning to terra firma and receiving an ovation from the spectators. It might be stated in this connection that Lieuts. Cornelius and Woodring were classmates of Col. Lindbergh when the latter was working for his wings at the Air Corps Training Center at San Antonio, Texas. Apparently there is nothing of a superstitious nature in Lindbergh's character, for painted in hugh numerals on the side of his dark green pursuit plane was "1".

The fifth day's program, Sept. 13th, (Lindbergh Day) included the arrival contestants in four cross-country races. E.E. Ballough, piloting a Laird plane was the first to finish the Class B Transcontinental Race, after working all night at Yuma, Arizona, to install a Wright "Whirlwind" engine in his ship.

Robert W. Cantwell, in a Lockheed "Vega" plane, finished first in the Class C Race from New York, closely followed by Capt. C.B.D. Collyer and Edward J. Brooks, the two remaining contestants in the race.

H.C. Lippiatt, of Los Angeles, won the Oakland to Los Angeles Class B Race with his Travelair plane.

William H.E. Drury won the Canadian flight from Winsdor, Ontario.

Two races, in which Army Air Corps pilots were the sole participants, were successfully run off during the course of the afternoon. The first was the John L. Mitchell Trophy Race, a contest limited to members of the First Pursuit Group, Selfridge Field, Mich. Lieut. B.H. Lawson, the winner, completed the 120 mile closed circuit at an average speed of 154.743 miles per hour. Lieut. W.H. Doolittle was second with an average speed of 154.311 m.p.h. The other entrant finished in the following order:

Third	-	Lieut. F.M. Robinson,	153.427	miles per hour
Fourth	-	Lieut. J.B. Haddon,	153.041	" " "
Fifth	-	Lt. Robt. Schoenlein,	153.034	" " "
Sixth	-	Lieut. F.G. Irwin,	151.741	" " "
Seventh	-	Lieut. Rex K. Stoner,	150.923	" " "
Eighth	-	Capt. V.H. Strahm,	149.315	" " "
Ninth	-	Lieut. Eagen,	149.315	" " "
Tenth	-	Lieut. F.O. Klein,	145.153	" " "

Lieut. G.R. Acheson, averaging a speed of 139.5 miles an hour, won the General Mason M. Patrick Trophy Race over a 120 mile closed circuit, this contest being limited to members of the Third Attack Group at Fort Crockett, Galveston, Texas. The planes flown in this first competition for the Trophy, donated by the Hon. F. Trubee Davison, Assistant Secretary of War for aviation, as a perpetual memorial to General Patrick upon the latter's retirement as Chief of Air Corps, were the standard Army Attack type, powered with Curtiss D-12 engine. The remaining contestants in this race finished in the following order: Lieuts. H.W. Anderson, E.C. Robbins, Capt. Ralph H. Wooten, Lieuts. G.A. McHenry, G.H. Macnair, O.B. George, W.W. Gross, Capt. Horace N. Heisen, Lieuts. J.G. Williams, H.N. Newstrom and Major J.H. Jouett.

A great crowd was on hand on the sixth day of the Races, Sept. 13th, presumably attracted by the news that Colonel Lindbergh would again perform with the Army "Musketeers" and, further, to welcome Art Goebel, the only remaining contestant in the New York - Los Angeles non-stop race. Goebel was the only one to complete the flight but was disqualified because he stopped at Prescott, Ariz. to refuel his plane. He made the flight across the continent in 23 hours, 51 minutes. All the other competitors in this race were forced down because of unfavorable weather conditions.

Earl Rowland, of Wichita, Kans., officially declared the winner of the Class A, New York to Los Angeles Race, won his trial heat in the Civilian Free for All 50 mile Race in the fast time of 27 minutes, 20.39 seconds. He flew his Cessna plane, the same one in which he crossed the continent. Tex Rankin won the second heat in 29 minutes, 17.80 seconds.

In the fast time of 25 minutes, 18.19 seconds, Lieut. J.L. Kane won the Army Race for observation planes over a 60 mile course.

In addition to the racing events recorded above, Col. Lindbergh and the two Army Musketeers, the three Navy "Sea Hawks" and other military planes "did their stuff".

A demonstration of the speed with which a transport airplane, carrying five passengers, can unload its passengers in case of emergency in the air, using the Army aerial life preserver, was strikingly illustrated. The following men from the Parachute Department, March Field, jumped at intervals of five seconds from a Douglas C-1 Transport, piloted by Lieut. J.S. Gullet; Sgt. Harlan Utterback, Sgt. George W. Wehling, Privts. Frank J. Garjola, Harry W. Booth and James Graham.

The ball in the evening was the crowning feature of the program of the Meet and it was pronounced one of the most brilliant affairs ever seen in Los Angeles Army, Navy and Marine Corps officers in uniform lent color to the occasion and decorations in the national colors added to the military atmosphere.

Six speed races kept the spectators on their toes during the afternoon of Sept. 14th. The stellar performance was furnished by E.F. Heath in his "Baby Bullet" which flashed across the judges' stand a winner in the 50 mile contest for light ships. The time was 27 minutes, 1.62 seconds.

A 50 mile race for Navy Pursuit planes was won by Lieut. J.G. Crommelin, whose time was 20 minutes, 18.06 seconds and average speed 147.77 miles an hour.

A Civilian Free for All Race (800 cubic inches open cockpit) for a distance of 75 miles, was won by E.E. Ballough in a Laird plane, his time being 33 minutes, 52.78 seconds.

The next event, a contest over a 50 mile course limited to National Guard officers piloting Douglas observation planes, was won by Lt. Brooks, who averaged a speed of 124.88 miles per hour, time 24 minutes, 1.27 seconds.

The 95th Pursuit Squadron, Rockwell Field, staged a race all by itself as the last event of the afternoon, the distance being 50 miles, 5 laps around a 10 mile course. Lt. W.J. Cornelius flashed across the line as winner of this contest between the Pursuiters stationed on the Pacific Coast.

The races on Saturday, Sept. 15th, (Army Day) were attended by the greatest crowd ever recorded at an aeronautical entertainment. Commercial aviation, which failed to take a leading role at any time during the Meet, made a feeble bid for honors, but it was soon howled down by the roaring engines of the service pilots who, highly skilled, drilled and possessing superior equipment, bore the burnt c the work.

The Army's share in the day's program started with a formation of nine obsolescent DeHaviland planes piloted by instructors and students from March Field Riverside, Cal. Then followed a race between pilots of the 91st Observation Squadron from Crissy Field; a formation by eight planes from the 2d Pursuit Squadron, Rockwell Field; the "Three Musketeers", led by Col. Lindbergh; a formation of 11 primary training planes piloted by March Field students; a special exhibition of pursuit maneuvers by three pilots from the 1st Pursuit Group, Selfridge Field; a demonstration of attack tactics by nine attack pilots from Ft. Crockett, Texas; three of March Field's crack parachute jumpers, St. Sgt. Utterback, Privts. Graham and Booth, demonstrated a formation triple parachute jump, leaping simultaneously from three observation planes flying in close formation; they descended in for-

mation, forming a perfect triangle and finally, a mass formation of all types of Army planes participating in the Air Races, except the bombing planes.

In the 91st Observation Squadron Race, Lt. R.J. Little experienced some difficulty when his motor cut out. He managed to land on the field just in time. Lieut. F.H. Barber won the contest with an average speed for 100 miles of 127.49 m.p.h.

An innovation in flying above the heads of the assemblage was the "Lufberry Circle" of eight planes of the 95th Pursuit Squadron, while Col. Lindbergh and Lieuts. Woodring and Cornelius put on their act. The pursuit ships, separated by about 50 feet and banked over for circle flying, apparently chased each other around a huge circle, keeping it geometrically perfect and producing a mighty roar that set the crowd wild. The "Three Musketeers" had a new addition to their act in the form of a diving attack from three directions, culminating at one point in such a fashion that it looked like a wholesale collision right in the center of the field.

The Navy's "Three Sea Hawks" dashed onto the stage in a unique fashion. Lieut. D.W. Tomlinson, leader of the formation, possesses an ancient "Jenny" which he flies off duty. This old craft was seen flopping onto the field. It rolled up in front of the grandstand close to the three Boeing fighters which were waiting for their masters. Out of the "Jenny" jumped the three "hawks" and they rushed at full speed for their ships and in a flash they were off.

The first race, limited to civilian pilots, was a free-for-all event open to all types of planes with engines of 510 cubic inch displacement or less. It was for 50 miles and the first prize was \$1,200. Earl Rowland won this contest with an average speed of 111.74 miles per hour.

Then there was a free-for-all for planes with engines of 220 h.p. or less.

This was won from the speed standpoint by L.A. Schoenair in a Buehle airseda who averaged 118.79 miles per hour.

The unlimited all-civilian contest for the air transport speed and efficiency trophy, offered by the Detroit News, caused special interest owing to the presence of Art Goebel. The latter, however, did not win, first honors going to Robert W. Cantwell, who, piloting a Lockheed "Vega" with a Wasp 425 h.p. engine, averaged 140.30 miles an hour over the 50 mile course.

Col. Lindbergh came across with another surprise, demonstrating his versatility by proving that Al Wilson was not the only one who could fly the old 1910 pusher plane. The Colonel contented himself with flying absolutely level and chasing a formation of three pursuit ships, although it wasn't much of a chase - more like the tortoise chasing a hare.

As the shades of night descended on Mines Field, Sgt. George W. Wehling, of March Field, won the precision parachute jumping contest, a closed event to members of the Army, Navy and Marine Corps. The Army Parachute Jumping Team from the Parachute Department of March Field won three of the four places in the three day precision jumping contest. This team consisted of Staff Sgt. Harlan Utterback, Sgt. Wehling, Pvts. F.G.G. Garjola, H.W. Booth and J.A. Graham.

Sgt. Wehling won first place by landing within a 100 foot circle on each of the three days. The jumps were made from 1500 ft. altitude from a Douglas C-1 Transport plane. On the last day of the contest Sgt. Wehling thrilled the spectators by descending within 14 feet of the center of the circle. Third and fourth places in this contest were won by Pvt. Garjola and Sgt. Utterback, respectively.

According to press reports, the final day of the Meet broke all previous records in attendance and assured its financial success beyond all question. One feature was the Navy free-for-all pursuit plane race, in which the new Boeing experimental single seater fighter was entered. Lt. Thomas P. Jeter, U.S.N., its pilot, was the winner, covering the 50 mile course at an average speed of 172.26 m.p.h. This plane was later entered in an altitude race to 10,000 feet in competition with Standard Curtiss and Boeing single seaters and won hands down.

The Army Air Corps participated in several events in the last day's program viz:- formation and battle maneuvers by the 95th Pursuit Squadron, led by the "Three Musketeers"; maneuvers by the 1st Pursuit Group, a demonstration of Attack Maneuvers by the Third Attack Group and the Parachute Jumping Contest, previously mentioned.

Next on the program was an innocent looking contest called "dead stick landing". This required the competing civilian pilots at 1,500 feet altitude to cut the engine entirely, make a complete circle and land his plane to a mark on the field. The various pilots maneuvered their planes for a landing close to the mark as skillfully as though they had 1,000 h.p. in reserve. The winning plane, an Aeromarine, low wing, plywood monoplane, resembles a miniature edition of a Junkers. Of German design, it embodies aerodynamic qualities which give it controllability at stalling speed. It flies like a seagull and at times appears to stand still in the air, especially in the face of a breeze. Owing to its extreme controllability at slow speeds, this monoplane maneuvered up to within four feet of the mark and won the contest.

The Army's participation in the National Races was under the supervision of Maj. H.B. Claggett, Air Officer of the 9th Air Corps Area. Capt. A.W. Brock was the Operations Officer; Lt. Russell L. Maughn, Engineer Officer and Lt. O.K. Robbins, Adjutant.

Cleveland, Ohio, will be the scene of the National Air Races next year, officials of the National Aeronautic Association, which sponsors this annual classic, having decided that the time is again ripe for the Middle West to take its turn in staging same.

EMERGENCY LIFE-SAVING PARACHUTE JUMPS EXCEED THE CENTURY MARK

Since the article in the News Letter of July 27th, wherein it was stated that 87 candidates had been initiated into the Caterpillar Club and that a total of 92 jumps had been made (five being repeaters), seven more jumps have been made, as follows:

<u>Date</u>	<u>Name</u>	<u>Place</u>
June 18th	Flying Cadet William R. Shophard	March Field, Calif.
July 19th	Flight Lieut. E.E. Ewon, U.S. Navy	Pensacola, Fla.
August 15th	Flying Cadet William J. Crosswell	Kelly Field, Texas.
August 9th	Lieut. B. E. Gates, Air Corps	Mitchel Field, N.Y.
August 13th	Flying Cadet Raymond L. Winn	March Field, Calif.
Sept. 14th	Flying Cadet Sheldon C. Yoder	Kelly Field, Texas.
Sept. 25th	Lieut. Roger V. Williams	San Diego, Calif.

A reader of the News Letter, noting the last compilation of members affiliated with the Caterpillar Club, directed attention to the disastrous accident in Chicago a little before five o'clock on the afternoon of July 21, 1919, when the Goodyear dirigible balloon "The Wing-Foot Express" burst into flames, fell and crashed through the skylight of the Illinois Trust and Savings Bank. The kindness of the Chicago "Herald and Examiner" made it possible to obtain a full account of this accident which resulted in 13 persons losing their lives. Ten were employees of the bank at work at the time of the accident, two were passengers and one a mechanic in the dirigible.

The airship, making its maiden flight, had been cruising for about 45 minutes over the downtown section of Chicago at an altitude of about 1200 feet when the accident occurred. According to the report, all of the occupants of the airship had parachutes. Immediately after the airship caught fire, John Boettner the pilot, jumped with his parachute and landed on a roof, escaping with slight injuries. Henry Wacker, Chief Mechanic, suffered a broken back while descending in a flaming parachute. Altogether there were five occupants in the airship, the pilot, two mechanics and two passengers. One passenger had both legs broken when descending with his parachute, which was also on fire, and died the following day. The remaining passenger and mechanic died in the crash on the bank roof, being unable to use their parachutes in getting away from the airship.

In the News Letter of July 27, it was stated that the first time an Army parachute was utilized in this country in the extreme emergency was on August 24, 1920, by Mr. William O'Connor, who in making a premeditated jump was forced to use the Army chute when his own, a privately manufactured one, failed to function. It is doubtful if any justification exists for amending this statement, since it is not known whether Messrs. Boettner and Wacker used the Army type parachute. At any rate, these two gentlemen enjoy the distinction of being the first to use the parachute as a means of reaching the ground alive after being forced to leave a disabled aircraft during flight.

Adding the names of Messrs. Boettner and Wacker to the seven new candidates above recorded makes the score at this writing 98 members and 101 emergency life-saving jumps.

Sometime ago the Irving Air Chute Co., Inc., of Buffalo, N.Y., furnished the Information Division of the Air Corps with the names of nine airmen of foreign countries who saved their lives through the medium of the parachute. Just recently this concern furnished seven additional names, and stated that it has authentic advices on the saving of an additional flyer in Poland and two in Japan, promising to furnish these names as soon as obtained. From this it would seem that, as far as available information shows, a total of 115 airmen owe their lives to the parachute.

The list of foreign airmen who have to date made emergency parachute jumps follows:

June , 1926	Tentland	Pilot Officer, RAF	London, Eng.
July 6, 1926	E.R.C. Scholefield	Civilian	Weybridge, Eng.
July 29, 1926	H.C. Steanes	Sergeant, RAF	Andover, Eng.
July 29, 1926	W.J. Frost	Sergeant, RAF	Andover, Eng.
Aug. 4, 1926	Nils Soderburg	Lt. Swedish RAF	Malmsslatt, Sweden
April 12, 1927	Augustin Juisto	Minister of War	La Rioha, Argenta
April 22, 1927	David Gregg, DFC	Flt. Lieut. RAF	Chelsham, Eng.
May 25, 1927	Tuttle	Flying Officer RAF	Hendon, Eng.
June 30, 1927	Bjarkow, Lieut.	Danish Air Force	Copenhagen,
Feb. 17, 1928	Leonard A. Walsh	Flying Officer RAF	Folkstone, Eng.

April 3, 1928	V. O. Eyre	Flying Officer RAF	North Weald, Eng.
April 7, 1928	Trout	Pilot Sgt. RAF	Brentwood, Eng.
May 30, 1928	Antonio Jordan	Pilot Officer, A.F.	Torun, Poland
June 21, 1928	Henryk Pawlicki	Pilot Officer, A.F.	Torun, Poland
July 14, 1928	B.A. Sjoby	Lieut. Swedish RAF	Malmslatt, Sweden
August 16, 1928	Leslie C. Bennett	Flying Officer, RAF	London, Eng.

Reports have been received from several of the newer members of the Caterpillar Club, recounting their experiences, and because such reports are always interesting as well as instructive, some are quoted below, as follows:

CADET CROSWELL. On August 3, 1928, Cadet Dawson was assigned as pilot of NBS-1 No. 135 and I was assigned as passenger to fly No. 2 position of a 3-ship "V" type formation. We took off at 9:00 a.m. and had been flying just about an hour - Dawson doing splendid work - when the formation leader had headed for Kelly Field from a point about 7 miles Northwest. The leader gave his zoom indicating a landing and Dawson had followed him through on the zoom. About 3 seconds after we had resumed straight and level flight, the ship suddenly nosed down in a vertical dive without any apparent provocation at all. The sudden dive was of such a nature to throw us a few inches from our seats. I put my hand upon the windshield to aid me in getting settled in my seat again. I looked at Dawson and caught his eye. There was an alarmed look on his face so I understood that he had no part in causing the ship to nose over. I watched him for a few seconds and he worked his controls frantically in an effort to right the ship. The moving of the controls had no effect whatever on the ship - it continued in its' dive - the controls worked as easily as tho the ship were parked on the ground. Again I caught Dawson's eye, and in that look there was a mutual understanding that we would leave the ship. We had lost about 500 feet by this time, I estimate.

We both started to leave the cockpit at the same time. I had the intention of climbing back thru the opening between the fuselage, the left motor, the horizontal motor bracings, and the top wing, and I believe Dawson had the same intention with respect to the right side. I was not particularly alarmed. I seemed to know instinctively that I was going to escape unscathed.

As I rose from the cockpit, the blast of air over the windshield hit me and blew me back against the brace wires of the catwalk. I used my hand to work myself around and thru the wires, and while I was still entangled in these first brace wires, I caught a glimpse of the cockpit and saw that it was empty. An instant later I saw a streaming white object trailing behind the ship and I realized that this was Dawson's parachute opening and thought that he had gotten clear of the ship. I then put my right hand on my rip cord and held it.

By the time that this series of events happened in rapid sequence, I was free of the front wires. I was blown back against the rear wires. I used my left hand to free myself of these wires, and it felt, when I was free, that I was pulled off into space which was due to the fact that the ship was falling faster than I was. I saw this as soon as I was free - the ship was traveling about 20 miles per hour faster than myself, so I waited until the tail surface had passed me. I pulled the rip cord with all my strength and waited, still watching the ship which was pulling away from me slowly. I must have fallen about 100 feet between the time that I pulled the rip cord and the time that I felt the jerk of the chute opening. During this time, I had a distinct sensation of falling which sensation I had always heard was absent in falling thru the air. Just after the jerk of the opening chute and before I could orient myself with respect to the horizon, I heard the crash of the ship. When I could locate myself, I looked down and saw the ship and immediately thought of fire, and for an instant watched to see if it would break out. But it did not.

I then saw that I was about 100 feet above the ground and traveling away from the ship with the wind at about 20 miles per hour. I was oscillating and would apparently land on my left side, so I swung myself around to land facing the direction of my wind travel.

I landed swinging down from an oscillation and fell over on my right shoulder about 100 yards from the crash. I experienced no pain or discomfort from my landing. I ran to collapse my chute. This done, I looked up with the expectation of seeing Dawson coming down above me. I did not see him above, so I scanned the horizon, then I saw a farmer running toward me. I asked him where the other fellow had landed. He told me that I was the only one who had jumped.

I gave him my parachute and we both ran over to the ship. We were the first to arrive. From the angle that I approached the ship, I could see nothing of Dawson. I ran around the wreckage and there he was laying on top. A glimpse showed that there was no hope. I turned away trying to decide whether to pull his body from the wreckage or to leave it until someone came to investigate. I decided on the latter course, so I took one more look to make sure that he could not be alive, then covered his body with my parachute.

I sent the farmer to call up Kelly Field and report that Dawson had been killed and that I had gotten out alive.

When we went into the dive, the engines were running at about 1550 RPM. Dawson did not cut them and I attribute the fact that the ship pulled away from me before I pulled my rip cord to the added velocity given the ship by the engines.

My first conscious thought after my chute opened was, "how lucky I am." Everything else I experienced in the way of thought, feeling, or reaction was, I believe, subconscious. I was not very much excited; my nerves were, to my best knowledge, in excellent condition, but I was filled with horror and grief at the sight of Dawson's body in the wreckage. He was a good friend and I did not believe that he had gone down with the ship until I saw him.

LIEUT. LAWRENCE J. CARR. A defective safety belt was the cause of Lieut. Carr being initiated into the Caterpillar Club. He was piloting a PW-9 Pursuit plane approximately two miles north of Clark Field, Camp Stotsenburg, P.I., at a speed of about 120 miles per hour and started an aileron roll at about 2,000 feet altitude. The roll was half completed and the ship was on its back when the safety belt broke and allowed the pilot to be dropped out of the plane. "I intended to stay on my back for a time and then complete the roll," Lieut. Carr stated in his report. "I had just decided to finish the maneuver when I felt myself being shot out of the plane and I found myself in the air. I pulled my rip cord and the chute seemed to open immediately. I could hear the ship howling and then I heard a crash. I didn't seem to be coming down very fast and hardly drifting at all. I landed in a pile of soft sand in a dry river bed just north of the field. No ill effects or injury were sustained from the jump.

LIEUT. B.E. GATES was ferrying an XO-13 plane with a V-1570 motor from the Fairfield, Ohio, Air Depot to Mitchel Field, via Bolling Field. While "dozing" along at 3,000 feet over Elkins, West Va., he heard a loud report from the motor, followed by considerable smoke. He did exactly as any of us who have flown over that country would do - went over the side and pulled the parachute rip cord. He came down in a beautiful blackberry patch where he wallowed around trying to rid himself of the life-saving chute, which by now was an encumbrance. After several hours of intensive Boy Scout training, he reached a clearing and human help, the latter being a duplicate of the supporting cast for Boaty and Hatton in the movie "The Big Killing."

Lieut. Gates enlisted their aid in a search for the plane and the abandoned parachute. Skilled mountaineers as they were, and spurred on by a private reward of \$10.00 offered for the discovery of the wreck, it was three days before it was found, a jumbled mass of wreckage, containing the remains of the pilot's uniform and "civies", and other personal effects.

CADET WM. R. SHEPARD, while on a cross-country trip from March Field, ran into foggy weather. "After passing through a number of fog banks, lasting only a very few seconds," he said, "I finally entered one which lasted several minutes. While looking closely for some view of the ground, unknowingly I let my ship nose down and gather quite a bit of speed, as shown by my air speed indicator. This would have brought me to the ground had I not been in a canyon, as indicated by dark places showing up in the fog which I considered tops of mountains. After banking to avoid four or five of these peaks and stalling my plane trying to get above them I decided that I could not dodge them very long before I would crash. So considering a jump my only hope to escape, I jumped and landed in San Juan Canyon, six miles northeast of Capistrano."

CADET R.L. WINN, piloting a DH-4M1T plane on a training mission, went into a spin from a wingover at 3,000 feet altitude. "I tried every means to get this ship out of the spin," said Cadet Winn, "but was unable to do so. Do not know cause of ship failing to respond to the controls. I left the ship while still spinning at an estimated altitude of between 150 and 200 feet."

COLONEL LINDBERGH'S AIDE LEARNS TO COOK

According to the News Letter Correspondent from France Field, the latest recruit for the Domestic Science Course is 1st Lieut. Robert W. Douglass, Jr., the well known aide to Colonel Lindbergh. He is now prepared to cook short-order meals while en route on any cross-country flight. A special stove is being designed for installation in PW-9 airplanes. "It is believed," the Correspondent states, "that this will successfully solve the problem of long distance flying and keep the pilot occupied so that he will not have time to think about engine trouble. No one has succeeded in tasting any of the delicacies prepared by Lieut. Douglass, but we all feel assured that his recipes will be much in demand wherever he goes."

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BROOKS FIELD MEN ENTHUSIASTIC ABOUT PARACHUTE JUMPING

Word from the Primary Flying School, Brooks Field, San Antonio, Texas, conveys the information that there are on file in the parachute department at that field 49 applications from enlisted men requesting permission to make a parachute jump. A considerable number of jumps has already been made at Brooks Field, usually seven at a time from planes flying in formation.

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AIRSHIPS PERFORM SIMULATED NIGHT BOMBING MISSION

Two of the TC type airships at Scott Field, Ill., were recently sent on a simulated night bombing mission to Louisville, Ky. Shortly after departure, heavy cumulus clouds began to pile up in the vicinity of Scott Field, and during the night the area around the field was swept with several severe thunderstorms. One in particular did considerable damage when it centered over the field with a violent electrical display. Two of the bolts struck two of the transformers at the north end of the reservation and burned them out. It was noon before the power was again entering the field.

The pilots of the airships, Captain Wm. O. Butler and Lieut. Wm. R. Turnbull, reported that storms occurred around them during their flight to Louisville, but they were fortunate in not directly encountering any until just before they arrived at their objective. They continued on their course and arrived over Louisville at 11:00 p.m., staying over the town for three quarters of an hour. During the return journey a severe storm was encountered about 80 miles east of Scott Field. Although the airmen tried to get around it, they found it impossible to do so without adding several hours to their return trip. They finally decided to try and fly through it and, judging the position of the more violent areas of the storm by the intensity of the meteorological disturbances encountered, succeeded in striking clear sky in about 30 minutes, with the storm behind them.

The rest of the trip was uneventful except for the strong head winds that held them back. In every way the mission was considered a success.

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"SERVICE" FOR VISITING PILOTS AT KELLY FIELD

The 68th Service Squadron, Kelly Field, San Antonio, Texas, which has a total of 9 airplanes, consisting of 4 DH4-M2's, one DH4-M2-P, one XA-1 Ambulance plane, one C-1 and one C-1C transport plane, maintains a flight section and the visiting ship hangers, in addition to the usual engineering departments peculiar to a service squadron. These departments comprise an Aero Repair, Engine Storage, Machine Shop, Blacksmith and Welding Shop, Dope and Paint Shop, Carpenter Shop, and a Salvage and Reclamation department. An emergency crew of ten enlisted men is maintained on duty at all times at Visiting Ship Hangar No. 6, where visiting pilots and passengers are always received in a cordial manner and the very best service possible rendered, whether it be changing a spark plug or overhauling the complete plane and engine. Skilled mechanics are to be had at all hours. Locker facilities for baggage and parachutes are available, and bathing facilities are now in process of installation.

SECRETARY OF WAR VISITS LUKE FIELD

The Hon. Dwight F. Davis, Secretary of War, visited Luke Field, Hawaii, on August 14th last. When the Secretary arrived in Honolulu harbor the day before on the battleship "Pennsylvania", every available plane, not only from Luke Field but also from Wheeler Field and the Naval Air Station at Pearl Harbor, took part in an aerial show in his honor. The following morning at about nine o'clock he arrived at Luke Field on the barge of Admiral Marvel and was met by Major P.E. Van Nostrand, Commanding Officer of the 5th Comdpsite Group, who escorted him on a tour of the hangars and barracks. Altogether he was on the field about an hour before leaving for Schofield Barracks. Officers of the field indicated that the Secretary had found things in general pleasing, and highly complimented the personnel on their apparent efficiency.

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TWO VARIETIES OF SKY PILOTS FLY AT LUKE FIELD

Eleven Army Chaplains were recently given a flight at Luke Field, H.T., when they were guests of Chaplain H.A. Rinard. Master Sgt. Ertwine, who piloted the Douglas Transport, reported that most of the Chaplains enjoyed the trip, evidencing few symptoms of sickness from the motion of the ship. The flying parsons were E.J. Griffin, E.E. Lane, D.H. Hockman and S.O. Wright of the Honolulu Sector, and C.O. Purdy, J.G. Martin, E.R. Martin, E. Burling, C.R. Watkins, A.L. Evans and J.B. Webster of the Schofield Sector.

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EMERGENCY TREATMENT OF CRASH VICTIMS

By the Kelly Field Correspondent

From time to time at the Air Corps Advanced Flying School, Kelly Field, Texas, the airplane ambulance continues to be called upon to bring crash victims to the Base Hospital at Fort Sam Houston. In at least one case during the past year the ambulance saved life through the speed with which transportation of the injured personnel was effected. In several cases the recovery of the individual was materially assisted by the rapidity with which medical attention was obtained.

When a crash in the vicinity of San Antonio occurs, it is usually some considerable time - from the standpoint of the suffering of the individual - before word of the accident reaches Kelly Field. This, usually, is due to the fact that the crash is ordinarily seen and reported by a farmer, who does not know the routine of the procedure necessary to get in touch with the Operations Officer of the station to which the plane belongs. In several cases an hour has elapsed before word came in.

The Operations Officer, immediately upon receiving word of the crash, its location, and any other information that may be available, telephones the ambulance pilot, who is constantly on the alert. While the pilot is warming up his motor, the Operations Officer notifies the hospital, assisted in getting an immediate connection by means of a special telephone line that is used for reporting crashes only. The medical officer, who has his flying equipment and medical supplies constantly in readiness for emergency, rushes to the ambulance, getting there usually before the plane is ready to take off.

The emergency medical equipment taken by the medical officer to the scene of the crash is as follows:

- a. A crash bag containing -
 - Picric acid 1½ 500 c.c.
 - Iodine Tr. 250 cc.
 - Triangle bandages (slings) 3.
 - Adhesive roll (wide 2" to 3").
 - Muslin bandages, 6.
 - Front line dressings, No. 1 red, 4.
 - Gauze bandages, 8.
 - Cotton, absorbent, 1 lb.
 - Gauze, 4" x 4", 1 package.
 - Tourniquet, 1.

c. Splint unit consists of the following:

- 1 Thomas leg splint
- 1 Thomas arm splint
- 4 wire mesh splints
- 1 foot support for Thomas leg splint
- 1 splint support for Thomas leg splint
- 1 ankle hitch (for extension) over shoe
- 1 litter bar.

"Splint them where they lie!"

It is needless to state that splinting, if necessary, is done where the patient is found. The hurrying of seriously injured crash victims to the hospital before this is done is dangerous; any movement of a compound leg or arm fracture before it has been properly splinted is liable to increase the shock and lessens the chances of recovery by as much as fifty percent. The layman is justified in removing the victim from the wreck and placing him in a prone position that will allow him as much comfort as possible; but beyond that he should do nothing until medical attention arrives, which - after notification of the crash has reached Kelly Field - is a matter of minutes.

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GOAT RELIEVES CAT AS SQUADRON MASCOT

According to the News Letter Correspondent from Luke Field, T.H., the 23rd Bombardment Squadron has gone in strong for mascots. "Tiger," an aged cat, who it is reputed came to Oahu with the Squadron from March Field in 1923, recently received considerable publicity in a Honolulu paper as the only flying cat in the Air Corps. He had his picture in the paper and everything. Since then he has been cared for so gently that he has become insufferably lazy and "high hat." He has developed into the world's champion feline snob. This did not sit so well with some of the boys, so while on their recent summer camp they captured the kid of a mountain goat.

Sergeant Fitzpatrick demonstrated his ability as a wet nurse to infant goats and was unanimously elected to the job. At this writing the infant is only about four weeks old, but had already demonstrated its inherent attributes by chewing everything within reach. It is expected that by the time he is weaned from the bottle he will be able to keep the area policed of all tin cans and other refuse. Lieut. A.H. Foster, who was in command of the Squadron, formally christened him "Steve", a quart bottle of milk being used in the ceremony. Incidentally, he has had his first flight, and the men claim him to be the only flying goat in captivity.

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FRANCE FIELD VERY MUCH ON THE JOB

It is surprising to find the number of things which can be crowded into one short year, especially at an Air Corps station in a foreign country where nothing of importance is supposed to happen, but this was disproved during the past fiscal year. The News Letter Correspondent directs attention to the following extract from the Annual Activities Report:

The fliers at France Field flew over 7,000 hours with the few airplanes assigned to this station. Most of it was combined training with other arms such as Anti-Aircraft, Tow Target, Tracking, Infantry Liaison, Contact, Coast Artillery and Field Artillery Adjustment, and numerous other tactical problems. Also in addition to this, approximately 2,000 hours were consumed in cross-country flying to the outlying airdromes in the interior.

In addition to the flying, arrangements for and the handling of the flights of Colonel Lindbergh; Costes and LeBrix, the French fliers; the Dirigible "Los Angeles"; the flight of the Assistant Secretary of War for Aeronautics and the Chief of Air Corps, and the flight of two PT9-C's from Panama to Washington were taken care of by France Field personnel.

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Complying with request of a representative of the Department of Agriculture a Fokker C-2 Transport, assigned to the 18th Pursuit Group, Wheeler Field, Schofield Barracks, T.H., was recently utilized in sowing from the air approximately 350 pounds of seed in an area of about 4 1/2 square miles, above the fire trails, in the vicinity of Schofield Barracks.

INFORMATION CONCERNING FRANCE FIELD

Officers, and Non-commissioned Officers and their families, reporting at France Field, Panama Canal Zone, will be met at the dock, transported to the field, and all baggage taken care of by a representative thereof. All baggage is subject to inspection by the Customs officers, and each individual must clear his baggage before giving the baggage checks to the Field Representative. Radio notification will not be necessary if voyage is made on government transport, but is advisable if on a commercial boat.

BAGGAGE: All baggage will be delivered to quarters on the day of arrival. Household goods will be delivered as soon as possible after being unloaded.

LOCATION: France Field is located about $3\frac{1}{2}$ miles from the docks at Cristobal. Cristobal is of approximately 1500 population and is a ten minutes' ride from the field by the Panama Railroad. An excellent concrete road is available for motor transportation.

POST OFFICE: The proper address for all mail and shipments for this station is, "France Field, Canal Zone."

MESSING: There is no Officers' Mess, but there is a Bachelor Officers' Mess, the members of which are very glad to extend mess privileges to any families who arrive on the post, until they secure the necessary equipment and provisions to begin housekeeping.

SHOPPING AND MARKETING: A well equipped commissary is maintained, and privileges are extended to members of the post by the Naval Air Station at Coco Solo, Canal Zone, approximately one mile from France Field. The Panama Canal Commissary also carries a complete line of provisions, household equipment and a moderate selection of ladies' and children's clothing. Fresh eggs, meats, vegetables and fruits are always in stock, and pasteurized milk for children can be had on a physician's certificate. There are Chinese gardens in the vicinity and a good variety of vegetables can be had from them at reasonable prices.

SERVANTS: Colored servants are available, but they are not efficient. There is no such thing as "trained help". There are limited facilities for quartering them on the post.

LAUNDRY: Practically all laundry of officers and their families is done by laundresses on the post, but there is a good steam laundry in Colon.

BANKS: Banking facilities are available. There are branches of the Chase National, and National City Bank of New York. Many have found it desirable to keep a small account in the States to cover purchases made there.

SCHOOLS: Children can attend school in Cristobal. The France Field Post Exchange maintains a bus, which carries them to and from school at nominal rate.

HOSPITALS: Hospitals are excellent, but officers' families must pay for all services, including room, cost of operation, medicine, food, etc.

UNIFORMS AND EQUIPMENT: Officers should, if possible, leave all woolen uniforms and clothing in the States. Practically all uniforms and equipment can be purchased here. Khaki and white are easily procured and the services of native tailors are available. The ordinary yellow khaki worn in the States is not official here, and officers are required to have uniforms made of a green khaki. Generally speaking, officers will find that the proper clothing, ornaments and insignia can be secured in the Canal Zone as easily as in the States, and in many instances, much cheaper.

FURNISHINGS AND QUARTERS: It is recommended that married officers be prepared to purchase a living room set of wicker as it is more practical for the tropics. Short nap woolen or grass rugs are preferable to the heavier grades on account of the moths and mildew. Valuable paintings, photographs and leather bound books should be stored in the States. Silver tarnishes but does not deteriorate if kept clean. There are dry closets in all quarters. Twenty-five cycle, 110 volt alternating current is furnished. Any electrical equipment having 60 cycle motors cannot be changed here: however, electric percolators, grills, stoves, toasters, irons, sewing machines and sweepers should be brought, as they work satisfactorily and are needed. Silk and satins deteriorate rapidly and furs are hard to preserve. Ordinary summer clothing is what is required.

The quarters here are very good, but there are not enough of them, and, in order to avoid too much ranking out and unnecessary moving, quarters are assigned to the Lieutenants who have been here the longest. This policy in-

sures a reasonable degree of permanency, once an officer is settled. Quarters in Colon and Cristobal are very hard to find, and are not good, even when obtained.

If you have a good radio set, bring it. There are sets in operation here and, although radio reception during the rainy season is not as good as in the States, practically all the eastern, middle western and some western stations can be heard.

CIVILIAN CLOTHING: Civilian clothing cannot be worn on the Canal Zone or in the Republic of Panama, except when going on or returning from leave, but is obligatory when visiting foreign countries. Tailors are available and tailored civilian clothing can be purchased to advantage here. If trips to Central and South America are contemplated, light weight suits will be suitable and should be brought, but it is advisable not to bring more than one good civilian suit, which, as stated above, can be worn only while on leave. Shoes are hard to obtain only in the odd sizes.

RECREATION: The principal forms of recreation are golf, swimming, boating, fishing, basketball, handball and tennis, and some hunting and horseback riding. Necessary equipment can be purchased here, the cost being approximately the same as in the States. For fishing, salt water and tarpon tackle is used, as other tackle is too light.

CLIMATE: The temperature varies from 76 degrees (minimum) to 86 degrees (maximum). During the rainy season, May to December, there is a gentle breeze practically all the time. During the dry season, January to May, a ten to twenty mile northeast wind is in evidence at all times.

Those with children should feel no apprehension in bringing them to the tropics. Competent medical authorities state that until children reach the age of 8 or 10 years, they have many advantages, and no disadvantages over those in the States.

It is advisable that dogs be left in the States. The climate here does not seem to agree with pedigreed dogs. It is also desired to call attention to the fact that dogs are not allowed on Army Transports and it would be necessary, therefore, to ship them by commercial liner.

Duty hours are short, but intensive and the professional advantages to Air Corps Officers, ambitious to perfect themselves in their chosen work, are enormous. Endeavor is made to enable officers to learn the duties and tactical operation of all the various phases of Air Corps work. All other branches of the service, excepting Cavalry, are stationed on the Zone and combined exercises are held weekly.

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BURIAL OF LIEUT. JOHN J. WILLIAMS

Lieut. John J. Williams, 95th Pursuit Squadron, Rockwell Field, leader of the Army's famous "Three Musketeers", was laid to rest in the Fairhaven Cemetery, Santa Ana, California, on the afternoon of September 17th. Lieut. Williams met his death while demonstrating pursuit maneuvers at the National Air Races, Mines Field, Los Angeles, September 10th.

Dignity and simplicity marked the services at the Santa Ana Chapel. Reverend Moffett Rhodes officiated, and stressed the outstanding virtues of the departed flyer -- friendliness, leadership and the ability to win and hold the sincere respect and admiration of all with whom he came in contact; men of rank, and men who received orders from him.

Testimony to the esteem in which Lieut. Williams was held by the enlisted men of the service was a large floral piece from the enlisted men of the Ninety-fifth Pursuit Squadron. Two distinct designs occupied conspicuous places among the floral offerings, one from the officers of the Ninety-fifth Pursuit Squadron and one from the officers of Rockwell Field.

Lieuts. Strickland, Gregg, Hopkins, Meadow, Ives and Mallory were pall bearers. Droning a requiem in the sky, Lieuts. Cornelius, Woodring and R.V. Williams, led by Colonel Lindbergh, flew in a four-ship formation over Santa Ana and the Fairhaven cemetery during the entire service. As "Taps" was being sounded, the four planes flew low over Lieut. Williams' resting place and paid a last loving farewell.

Brief Masonic services, rendered by fellow lodge members of the Order, preceded the military ceremonies.

The entire city of Santa Ana joined in the last tribute to the dead Air Corps Officer. A vast concourse of citizens of that city and neighboring towns thronged the sidewalks near the funeral chapel and along the line of march of the cortege.

AIRMEN IN PHILIPPINES EXPERIENCE STRENUOUS CROSS-COUNTRY TRIP

Marooned on a lonely beach in the Philippines, their two Amphibian planes disabled by an unusually rough surf, Army airmen from Kindley Field spent two rather uncomfortable days in the midst of a continuous downpour of rain, waiting for a boat to rescue them.

Two Amphibians from Flight "A", 2d Observation Squadron, recently left Kindley Field at 7:00 A.M., for Camp Nichols, Rizal, P.I., preparatory to a flight to Mindoro. The pilots were Lieuts. Meloy and Dunlap, with Sergeants Cox and Dooney as mechanics. The News Letter Correspondent goes on with the story, as follows:

"We landed at Camp Nichols at 7:22 A.M. to pick up Capt. Stecker, Q. M. C., who was to accompany us to San Jose, where a survey of proposed landing field was to be made. Left Camp Nichols at 8:10 A.M. and headed south. This being the rainy season, one would hardly have called weather conditions propitious. Low hanging clouds almost completely obliterated Mindoro, so that our route had to be along the coast line.

"Aside from playing tag with storms, all went well until we had reached Cape Calavite on the northern coast of Mindoro, where Plane No. 4 with Lieut. Meloy, Capt. Stecker and Sgt. Cox turned back because of a large storm area ahead of them. At about this same time No. 1 headed straight for shore and was fortunate to reach Palawan Bay, where the churning ocean was somewhat calmer. No. 4 followed closely and at 9:30 A.M. both planes were bobbing up and down on extremely choppy water. Because of sea conditions and a high wind, it was with difficulty that both planes were taxied up on the lonesome beach.

"Some forty minutes were consumed in turning both planes around and in preventing serious damage from the breakers, which were rolling in with considerable force. By this time the only four natives in this neck of the woods arrived on the scene and in their humble way tried to help us.

"When the planes were secure the trouble shooting on No. 1 began. Some water was found in the rear carburetor and moisture in the right head. The carburetor was repaired and a new head put on, after which the motor revved up O.K. In the meantime, several squalls came up and the bay was a mass of high waves and white caps. Along about 3:00 P.M. there was some let up in water conditions close to shore and we decided to take off. No. 4 took off first and was in the rough water just about the time it had gotten "up on the step". From then on it was a struggle between plane and sea, with odds on the latter. Somehow the old bus pulled herself clear on about the "steenth" wave and staggered into the air much to the relief of all on board. No. 1, did not fare so well and it was only after several attempts that it succeeded in breaking loose from the seething waves and staggering into the ether.

"Both planes circled around the Cape and headed back home at 4:00 P.M. Less than five minutes later, No. 1 was again in distress. It had altitude enough to reach a small horseshoe beach on the rock bound coast of Cape Calavite. The crew of No. 4 watched the landing in the heavy sea and noted that the disabled plane reached the shore somewhat damaged but safe. Knowing that the stranded aviators had plenty of food and water for at least seventy-two hours, Lieut. Meloy opened up No. 4 and headed for Corregidor. Upon arriving at Kindley Field, arrangements were made by radio with Camp Nichols to have an Amphibian from that station accompany No. 4 back to Calavite the following morning."

Let Lieut. Dunlap take up the story:

"Lieut. Meloy seeing that the other ship was beached safely, headed for Kindley Field to get help for the disabled crew.

"Cape Calavite has sheer rock coast down to within a few yards of the water, where there is a soft sandy beach. The depth of the sea is about nine fathoms along the shore and suddenly drops off to three hundred and twenty-one fathoms a short distance away. The China Sea is very rough at this time of year and the waves were rolling in and breaking on this ledge off shore, causing breakers some twelve to fifteen feet high on the beach.

"In coming through these breakers, one of them came up under the tail of the plane forcing it up into an almost vertical position standing on the nose of the hull. This contortion threw Sgt. Dooney out of the rear seat, clear of the plane and into the incoming breakers, and he was washed ashore. The succeeding breakers washed the plane farther upon the beach until it was out of danger of being torn to pieces. Here it was anchored to keep the tide from

taking it out to sea when it went out a few hours later.

"The plane being disabled and beyond emergency repair there was nothing to do but unload and prepare for the night, for it was too late for any assistance to be had until the next day at least. The two cockpit covers, with the aid of the rock face of the shore, were made into a shelter above the high tide mark. The baggage, food, water and parachutes were stored under this, for rain had begun to fall, as it does sometimes at this season of the year.

"The food was scarce, not many cigarettes or matches and the water was about all gone, as most of the supply had been used while repairing the engine on the first forced landing. Investigation showed that there was a small fresh water river flowing down the mountain into the sea at one end of the beach. It was about thirty feet wide, clear as a spring and flowed at a rate of about twelve miles an hour. Here was plenty of water and, with the little food on hand, the crew could hold out for several days. It rained all the night, but without the meager shelter of the cockpit covers, it would have been a great deal worse. Then came the dawn and shortly after the grand and glorious sight of two Amphibians, piloted by Lieuts. Watkins and McClellan. Lieut. Watkins landed, and a beautiful landing it was in that sea with waves eight to ten feet high. Due to a misunderstanding of signals, Lieut. Watkins attempted to beach his plane and met the same fate as the one already beached. Luckily, the second ship had plenty of food on board, also two more cockpit covers. The other ship returned and a message was written on the beach for him to get help in the form of a boat to come to the rescue of the four marooned men and the two disabled planes. After reading the message, he headed north and disappeared in the direction of Manila.

"Camp was enlarged and improved to accommodate four instead of two, wood collected, water boiled and sandwiches consumed. There was nothing to do but wait for the rescue boat to come and take the party off the rock bound coast.

"The next morning about daybreak, the Mineplanter "Harrison" from Fort Mills steamed around the point and into view of the four marooned men. A life boat was launched, rowed ashore and beached.

"It was decided to start the motors of the planes and taxi them through the breakers to the Mineplanter. Lieut. Watkins succeeded in getting his plane through the breakers and out to the ship, but Lieut. Dunlap was not so fortunate with the other plane. Just as he got to where the waves were breaking, the wheels of the plane stuck in the soft sand. A fifteen foot breaker, however, struck the ship with full force, which loosened it from the sand and the motor pulled it through that one. Another breaker just as large then struck it and bent two blades of the propeller, making it impossible to go farther. The plane was beached again, tied to the shore and the instruments taken off. The landing party from the Mineplanter then launched the life boat and all ashore were taken aboard the "Harrison".

Lieut. Watkins wrote his impressions as follows:

"Took off 6:30 A.M., headed toward Fortune Island, Over South Channel, water getting rougher, hit Will Rogers head wind. Pass Golo Island, water still rough. Approach Mindoro and look for No. 1 in each cove. Pass one good beach and wish they were there. Proceed about five miles and see No. 1 on small beach in a shallow cove. Go down to look her over. Ship looks O.K. - seems to be high and dry on beach. Water looks pretty rough with long ground swells and heavy breakers on beach. Men on beach waving arms, but do not get signals. Fly up and down shore looking for better beach, but do not find any. Decide to land if possible. Fly very close to water and decide landing would be safe. Ready to land between swells, but feel queer with landing field rising and falling about ten feet. Let her settle between swells, land disappears. Ride upon next swell, fly again, land again, fly again, bounce and then O.K. Not so bad after all. Start to taxi into cove. Two hundred yards from shore -- series of big swells come -- look like mountains. This will be serious if beach is soft. Men walking up beach, stop and signal where to come in. Fine -- they have picked out a good place. Taxi a little closer. Wait for next series of big swells to pass. Give her full gun and follow last big swell. Next big swell one hundred yards behind. This will be fine if beach is O.K. Ten feet more! It won't be long now. Bang! We're stuck in the sand. Here come the big ones. Look out! Crash! There goes the left aileron. Crash! That caught the rudder and pinched my heel. Turning around now. Goodbye, flippers and stabilizers. All turned around, safe and O.K. except for one aileron, elevator, stabilizer, rudder and tail post. Might as well get out now and unload supplies and inspect

damage.

"Find Ship No. 1 out of flying condition with broken wing and doubtful motor. No. 4 could be made flyable by robbing No. 1, but it is stuck in the sand so badly that launching is out of the question. Nothing to do but hope that McClellan will get back and send boat. Write message in sand "Q.M. Boat" and pull off tail of No. 4 to show it is out of commission. McClellan drops message he is going for boat. Hope he makes it.

"Move supplies to camp and prepare for 'long vacation'. Spend time boiling water, chopping wood, working on No. 1 engine, boiling water, making coffee, eating sandwiches, boiling water, dodging smoke, trying to sleep, figuring out when boat will come and boiling more water.

"Harrison" arrives at 7:00 A.M. stops one mile out and lowers life boat. Boat spills passengers on shore forty-five minutes later. Pow-wow with Mate Smith. "Harrison" cannot come any closer. Ships must be taxied out. Work on No. 1 - get the motor running. Decide to try No. 4 first, because all men needed to get it out of sand and breakers not as bad as in front of No. 1. Start motor and with all men pushing and digging sand work it nearer the water. Wait for last series of big waves. Almost stuck in sand again -- would have been fatal. Cleared sand just in time to ride over next big wave before it broke. All O.K. and headed for sea. Rudder doesn't work very well, but Sgt. Wilson walks out on wing to steer. Tie to "Harrison". Go round and round waiting for other ship.

"Watch No. 1 start, get caught in big waves and go back to beach. Looks bad. More waiting. Life boat leaves beach, abandoning No. 1. Life boat pulls up by No. 4 to take us off. We would sell our positions at a low price, but we are hungry and the "Harrison" looks mighty good. Well here goes. Safe in boat. Safe in "Harrison", No. 4 in tow, food, sleep. No. 4 loaded on "Harrison" in lee of Golo Island. Five hours to Corregidor and nothing to do but take it easy and think how much worse it might have been."

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PROPOSED "SUNSHINE ROUTE" FOR AIR MAIL

In these days of the rapid advance of commercial aviation, the City of San Antonio is right "on its toes" with concerted interest and active accomplishment along this line at all times. A recent instance of this was the organization in this city of the Southern Transcontinental Air Route Association for air mail from New York to Los Angeles, via San Antonio, by the establishment of the proposed "Sunshine Route"; with representatives of the Chambers of Commerce and aviation interests from 16 of the important southern cities in attendance. The following account of this organization appeared in the "San Antonio Express"

"Sponsoring the establishment of a 'Sunshine Route' for air mail from New York to Los Angeles, the Southern Transcontinental Air Route Association was formally organized and its route outlined in a meeting representing 16 southern cities in San Antonio Monday.

Cities named in the proposal, which is to be put before Assistant United States Postmaster General W. Irwin Glover, in charge of air mail, include New York, Atlanta, Montgomery, Mobile, New Orleans, Lake Charles, Orange, Beaumont, Houston, San Antonio, San Angelo, Fort Stockton, Pecos, El Paso, Douglas, Tucson, Phoenix, Yuma, San Diego and Los Angeles.

W.L.S. Gordon of New Orleans, elected president of the association, will call Assistant Postmaster General Glover by long distance telephone as soon as he returns to New Orleans, seeking an appointment for the presentation of the program in Washington. Representatives of all the cities named are to make up a committee, the greater part of which will make its visit to Washington by air.

Porter Whaley of San Antonio was made secretary of the association; W.R. Weaver of Montgomery, Henry C. Clifton, of El Paso, and H.B. Watkins of Phoenix, Ariz., were made vice presidents.

Delegates attending the organization meeting constituted themselves members of the board of directors for the association. W.R. Weaver, Henry C. Clifton and Porter Whaley were members of a committee to outline the route.

After the meeting Monday morning, delegates had lunch on the roof garden of the St. Anthony Hotel, and later were taken on a sight seeing tour to Winburn, Kelly, Duncan and Brooks Fields. Most of them returned to their homes Monday evening.

Delegates attending the meeting included: John B. Carrington, San Antonio; Col. George W. Stuart (on duty with the 90th Division in San Antonio); John L. Henning, Lake Charles, La.; W.L.S. Gordon, New Orleans, La.; Youngs C. Crook, San Antonio; W.R. Weaver, Montgomery, Ala.; Marshall Callender, New Orleans, La.; Henry C. Clifton, El Paso, Alfred P.C. Petsch, Fredericksburg; Arthur Burnett, San Antonio; Louis O'Donnell, Houston; W.B. Tuttle, San Antonio; Mayor W.D. Holcombe, San Angelo; Charles Mumm, Laredo, Texas; Emilio Azcarraga, Monterrey, N.L. Mexico; Kirke T. Moore, Tucson and Douglas, Ariz.; J.T. Byrne, Orange; Claude C. Wild, San Angelo; P.G. Lucas, San Antonio; H.B. Watkins, Phoenix, Ariz.; Ike Ashburn, Houston; E.A. Feille, San Antonio; P.A. Whaley, San Antonio; James A. Mars, Duncan Field; Jack Ballard MacDonald, Colorado Springs, Colo.; C.C. Leel and Sidney Kring, San Antonio."

As indicated in the above quoted article, these delegates visited the San Antonio Air Depot, among the other aviation activities of this vicinity. They availed themselves of a very comprehensive examination of its activities and manifested the keenest interest in the operations of the Depot shops and warehouses, particularly the latter, one of the group even expressing the wish that it could be permitted to send an employee of a certain concern on a visit to the Depot for a study of our methods, for use in one of the concern's plants.

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LIEUT. DOOLITTLE TO GATHER FOG FLYING DATA

"Smiling Jimmy" Doolittle, whose friendly disposition has won for him that cheerful appellation, has a new station as well as a new job. Shortly after his return to the United States after many interesting experiences in South America, he rejoined his old station, Wright Field, Dayton, Ohio.

Before his departure for South America, where he conducted a six months' aeronautical tour in the interests of the Curtiss Aeroplane and Motor Corporation, Lieut. Doolittle was on duty in the Airplane Branch. Upon his return he was assigned to duty with the Flight Research Unit of the Flying Branch, temporarily located at the Fairfield Air Depot. He did not tarry long at his new assignment. War Department orders issued shortly afterwards assigning him to Mitchel Field, N.Y., where, in addition to his regular duties, he will cooperate with officials of the Daniel Guggenheim Foundation for the Promotion of Aeronautics in their research work in connection with fog flying.

"South America is much more progressive in aviation than it is believed to be", said Lieut. Doolittle in commenting upon his recent trip. "Each country on the sea coast has its navy and army air corps, and the interior countries, Bolivia and Paraguay, have army air corps."

Lieut. Doolittle sailed for South America from New York City on January 19, 1928. Accompanying him were Mr. C.W. Webster, president of the Curtiss Aeroplane Exporting Corporation, and Mr. Jerry Van Wagner and Mr. Toddhunter, mechanics. The first stop was made at Colon, Canal Zone, where Lieut. Doolittle and Mr. Webster visited France Field, and later were flown by Lieuts. Swede Larson and Burton Lewis, in a Martin bomber, across the Canal to the opposite side, where they embarked for Peru. Landing at Lima they were joined by W.H. McMullen, the other pilot for the trip. There they made their first airplane demonstration before the Peruvian navy and army respectively, first with pontoons and then with wheels.

The group left Lima on the 25th of February, flying to Ilo, Peru, a distance of 575 miles, and the following day to La Paz, Bolivia, 270 miles, and there demonstrated the O-1 and P-1 airplanes to the Bolivian army. The pontoons for the P-1 were shipped up, and an attempt was made to fly from Lake Titicaca. The lake's altitude of 12,700 feet was too great, however, and it was impossible to get the plane to leave the surface of the water. On several occasions it was rocked off, but immediately settled to the surface again. After an hour and a half taxiing up and down the lake (at times the distance of twenty miles to the shore) in order to get better wind and wave conditions, the pontoon strut fittings pulled out, making it necessary to discontinue the try. At the start of this flight the main gas tank held 28 gallons of gasoline, but at the conclusion only three gallons remained.

A number of short flights were made from La Paz. One of the most interesting of these was a flight over the Andes mountains, and down into the head waters of the Amazon river to the old Tipuani mines. These mines are considered as one

of the principal sources of gold mined by the early Incas, and although only 75 miles airline from La Paz it requires nine days to reach the mines and ten days, to return by muleback which is the only available means of transportation. Yet in one hour and a half, Lieut. Doolittle made a round trip to the mine from La Paz, carrying the manager of the mine and a motion picture photographer; and during that time the latter was permitted to take all the movies he wished. The manager of the mine, very much impressed by this incident, became so interested in the possibilities of the airplane that he immediately decided to clear a landing field at the mine site, putting one thousand Indians to work for that purpose, and started negotiations for the purchase of airplanes, which he intended using for the purpose of bringing personnel and supplies into the mine and for bringing out the very rich ore.

Several demonstrations were given at La Paz and on March 23 one was given at Oruru, the second largest city in Bolivia, located near Lake Poopo. On March 24 the group flew from Oruru to Santiago, Chile, stopping a few minutes for gasoline at Antofagasta, Chile, and at Ovalle, Chile. At the latter stop, 30 gallons of gasoline, carried in the back seat of the O-2 in five-gallon tins, were transferred to the auxiliary tank of the O-1 in ten minutes. The total flying time from La Paz to Santiago, a distance of 1,350 miles, was but 12 hours.

Demonstrations were made to both the Chilean army and navy, and it was while flying the O-1 from the water that the airplane was wrecked beyond repair. Lieut. Doolittle then proceeded in the P-1 without McMullen, flying on May 8 from Santiago, Chile, to Buenos Aires, Argentina. A record flight was made on this occasion, the distance of 750 miles being covered in five hours and 45 minutes flying time, the elapsed time being six hours and 10 minutes. Only one stop was made, at MacKenna, Argentina, for gasoline.

Demonstrations were made to the Argentina army at El Palomar, and to the Argentina navy at Bahia Blanca, some 500 miles to the south. While in Buenos Aires, flights were made to Montevideo, Uruguay, for the purpose of demonstrating the planes to the Uruguayan army and navy.

A non-stop flight was made from Buenos Aires to Asuncion, Paraguay, a distance of 730 miles, on July 1. The elapsed time on the trip was five hours and 15 minutes, constituting another record flight for this stretch. On arriving at Asuncion at 1 o'clock in the afternoon, arrangements were made for demonstrations before the President of the Republic, the Minister of War, the Chief of the Air Corps, and other officials at 3 o'clock. They were on hand, the demonstration was given, the planes overhauled and serviced, and at daybreak the next morning the flyers were leaving for Rio de Janeiro, Brazil.

The 960 mile distance between Asuncion and Rio de Janeiro was covered in a non-stop flight, made in seven hours and 10 minutes. It was the first time this country has ever been crossed by air, and by air is the only possible means of crossing, as it is a part of the great tropical jungle and absolutely impenetrable on the ground. No sign of human habitation or of wild life, other than great flocks of brilliant green parrots, was seen until approaching the cultivated part of the country along the coast.

Another O-1 airplane had been shipped to Rio de Janeiro, and both the O-1 and P-1 planes were demonstrated on wheels and pontoons. On July 18 the last demonstration was given, the P-1 was then torn down for shipment home, and a few days later, on July 21, the O-1 plane was flown down to Buenos Aires, where the flyers again met McMullen, whose mission it was to return with the O-1 to Chile. Lieut. Doolittle, whose leave from the Army had expired, then went aboard the S.S. Western World at Buenos Aires on July 26 for the return voyage, arriving at New York, August 15, and from thence to Dayton. -- Supercharger.

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NEW HOME FOR BACHELOR OFFICERS AT MARCH FIELD

Contract for the construction of the bachelor officers' quarters at March Field, Riverside, Calif., in the amount of \$110,000 was awarded by the War Department recently to the Los Angeles Construction Co., and work will be started immediately. The same concern recently completed the construction of the steel hangars.

THE BOMBARDMENT GROUP FLIGHT ACROSS THE CONTINENT

By Lieut. Wilton M. Briney, Air Reserve

The first successful transcontinental movement of a bombardment squadron was accomplished by the 2d Bombardment Group in September. Facing adverse weather conditions clear across the continent, the 2d Group landed its bombers on Mines Field, Los Angeles, Cal., Sept. 8, making up two full days lost en route.

Maj. Hugh J. Knerr, Commanding Officer, 2d Bombardment Group, led a formation of 9 LB-5A bombers during the entire trip to the Pacific Coast and return. The unflinching navigation of the flight leader, together with the excellent morale of all the flight personnel, officers and enlisted men alike, made possible the completion of the mission as scheduled in spite of weather adversities.

The flight, scheduled to leave Langley Field, Sept. 1st, did not get away until the 3d because of dangerous weather, and even on the 3d took off in face of weather anything but inviting. The first night stop was made at Augusta, Ga. Five o'clock the following morning found the motors warmed up and the personnel ready to take off. The weather, however, disputed the ability of any bombardment flight to reach its objective through it.

Low hanging clouds greeted the pilots as they hopped off from the Augusta Field. A flight of 2 hours and 35 minutes, which will long remain in the minds of the pilots, resulted. Nothing could have happened which would have made the flight personnel more confident of the ability of moving a bombardment squadron intact under adverse conditions.

First driven to the south and back to the north, then back to the south of the course because of storms, low fogs and high clouds, the flight leader took the flight to within twenty miles of Macon, Ga. It was at this point that many times the bombers were lost to view one from another because of closing in clouds. A hole in the clouds developed just above some space cleared for a saw mill site. In any direction for many miles the terrain was such as to make a successful landing impossible.

The leader signalled for the formation to follow in column of ships, circle within this hole and set a course back to Augusta, Ga., landing there 2 hours and 35 minutes after the start. The same afternoon, Sept. 4th, the flight took off, dodged storms and reached Montgomery, Ala. (Maxwell Field).

The night was spent at Maxwell Field, the personnel on the line with ships warmed up at three o'clock in the morning, but it was not until nine the same morning that the flight could take off. The clouds at Maxwell from three until almost nine o'clock were as low as the water tank on that field. At the first moment at nine o'clock the flight took off for Shreveport, La., landing at Monroe for gas.

From Shreveport west, strong head winds were encountered, very hot sun and a lot of dust. Servicing facilities from Monroe west also helped tax the personnel's morale, which in spite of head winds, sand storms, poor servicing facilities, prevailed at its high point. The flight hopped from Shreveport to Midland, Texas, where more dust and head winds were encountered. Quickly after the flight had landed all bombers were on the field and properly placed for servicing. This was done shortly before noon. The last ship received servicing at 4:30 in the afternoon.

A night flight was considered to make up the time thus lost, but pilots flying regularly over the route strongly advised against it because of lack of night landing facilities at El Paso and the extremely rough and desolate terrain from Midland to El Paso. Persons living in Midland and arriving on the field the next morning at 5:30 found the bombers had gone. The next stop, El Paso, offered the same sand.

Three of the 7000 pound bombers became mired in the sand when taxiing on the runway for a take-off.

The next stop, Tucson, Ariz., had in store for the flight the usual quota of sand plus a thermometer reading of 116 degrees Fahrenheit on the field.

From Tucson the flight hopped to San Diego, reaching Rockwell Field the morning of Sept. 8th. Flying up the coast to Mines Field, Los Angeles, they landed at four o'clock in the afternoon, thus making the time of arrival as originally scheduled.

The flight remained at Los Angeles from the 8th until the 14th. Some 34 experiments were run during the stay in Los Angeles by the flight personnel which had nothing to do with airplanes, navigation, fueling or other kindred aviation matters. Cold creams, skin balms, both liquid and dry, were applied

at every time and in every manner known to man. It is believed that, if a composite report of all tests run could be obtained from the 2d Group personnel, surely an ideal remedy for sunburn would result.

The return trip, though not as strenuous as the trip out, was not exactly what could be called a pleasure jaunt. Strong winds out of the east were encountered. Old timers said that it had been years since a strong wind had come from the east and that they had very few winds other than from the west. They blamed the storm prevailing on the southeast coast.

The return trip was over the same route as far east as Midland and it was at that town that we received the first weather favor since the commencement of the trip on Sept. 3d. Upon leaving Midland early in the morning, Sept. 19th, the flight had a tail wind which was taken advantage of by a single hop from Midland to Wichita, Kans., where 100 gallons of gas per ship was taken on and the flight continued to Kansas City, Mo., where it arrived at five o'clock the afternoon of that day.

The hop off from Kansas City was made six o'clock September 21st. The flight leader received a wire at Dayton that the present going would put the flight into Cincinnati a day before it was expected, resulting in a night stop at Dayton and a continuance of the flight the next morning to Cincinnati.

Cincinnati was left behind eight-thirty Sunday morning and the 2d Bombardment Group's home station reached the same day, in one hop, at one o'clock.

Langley Field when reached on Sept. 23d had in store for its pilots the same brand of weather it gave them upon their departure, low, fast moving clouds. Maj. Knerr landed, followed by the other members of his flight, all in possession of facts concerning the transcontinental movement of a bombardment squadron which are far more valuable than any paper data which might be obtained.

2d Bombardment Group Officers making the flight follows: Maj. Hugh K. Kne: Capt. Cecil G. Sellers, Air-Res., 1st Lt. Harold W. Beaton, 1st Lt. Phillips Melville, 1st Lt. David L. Behncke, Air-Res., 2d Lt. A.K. Kerwin Malone, 1st Lt John R. Drumm, 2d Lt. Alfred M. Johnson, 1st Lt. Wilton M. Briney, Air-Res., 1st Lt. William B. Blaufuss, 2d Lt. Ford L. Fair, 2d Lt. Willard R. Wolfenbarger, 1st Lt. Emile T. Kennedy, Capt. Ira F. Peeke, Flight Surgeon.

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ROCKWELL FIELD USED AS CONTROL POINT IN AIR RACES

Rockwell Field, Coronado, Calif., was selected as a control point for the Class "A" and Class "B" transcontinental racing planes. A finish line was laid out west of Headquarters Building, and the civilian planes used the west half of the field. Officers of the post acted as assistant judges and timers. The Class "A" racers arrived early Sept. 10th and left for Los Angeles at noon. The Class "B" racers stopped at the field on the morning of the 12th and departed in the afternoon. Some of the commercial planes made exceedingly fast time on the flight from New York and demonstrated the feasibility of transcontinental air transportation.

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RESERVE OBSERVATION SQUADRON TRAINS AT ROCKWELL FIELD

Twenty-one officers of the 514th Observation Squadron, Air Corps Reserve, completed two weeks of very extensive training at Rockwell Field recently. The training included tactical missions; lectures on maintenance and other aeronautical subjects; cross-country practice; and considerable airdrome flying. Plans were formulated for inactive training to take place at various points in Southern California during the remainder of the year and until the next summer's encampment. A plan was also devised for ferrying the planes to the assembly places. To Lieut. B.R. Dallas, Unit Instructor and Camp Commander, goes much of the credit for the marked success of the training camp.

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HAWAIIAN AIRMEN UNDERTAKE ANTI-AIRCRAFT AND HARBOR DEFENSE MISSIONS

Approximately 200 hours of night flying in conjunction with the harbor defense and anti-aircraft target practice was completed by the 5th Composite Group, Luke Field, T.H., in the past three months, according to the records of Capt. L.L. Harvey, Group Operations Officer.

While this is not considered a record for night flying, the efficient and harmonious cooperation which existed between the Air Corps and Coast Artillery during the time is worthy of note. On the completion of the work, Major Franklin Kemble, 64th Coast Artillery, addressed a letter to Maj. Van Nostrand in which he highly complimented the work of the Air Corps personnel and extended the appreciation of the officers and men of his battalion.

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IMPROVEMENT IN FLYING FACILITIES AT LUKE FIELD

A new runway, 200 feet wide and 1500 feet long, equipped with a modern underground sprinkler and costing approximately \$15,000, was completed at Luke Field and will be ready for use in a short time as soon as the grass attains a little more growth. The runway extends in a northerly direction from the southern end of Fords Island, and is situated about the center of the field between the Air Corps hangars and the Naval Air Station. The area west of the runway and extending to the Air Corps hangars is also being served by the new sprinkler system.

In addition to the grading and installation of pipe lines by the civilian contractors, the personnel of the field was used to haul the dirt from the excavation pit. Several motor trucks were kept busy for about two weeks completing the work.

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DISTINGUISHED FLYING CROSS AWARDED LIEUT. ENT

Second Lieut. Uzal G. Ent, Air Corps, now stationed at Kelly Field, Texas, was, on Sept. 15th, awarded the Distinguished Flying Cross for heroism while participating in the National Elimination Balloon Race as aide to 1st Lieut. Paul Evert on May 30th last.

"Their balloon was struck by lightning or received a heavy charge of electricity", said the official citation, "during a severe electrical storm over Youngwood, Pa., at an altitude of approximately 1,200 feet, instantly killing the pilot, setting the balloon on fire and severely shocking and partially paralyzing Lieut. Ent. He endeavored to revive his pilot, not being sure that he had been killed, but was unsuccessful. Although the balloon was burning and slipping, he so maneuvered it as to land safely without injury to private property. When the balloon collapsed about 20 feet above the ground, the remaining hydrogen gas burned quickly, destroying the envelope and net. Disregarding his own personal safety and with great devotion to duty, Lieut. Ent stayed with the balloon at the risk of his life instead of landing with his parachute. His courage, daring and heroism reflect great credit upon himself and the Army of the United States."

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PROMINENT VISITORS AT MARCH FIELD

Visitors at the Primary Flying School, March Field, Riverside, Calif., recently, included Major-General James E. Fechet, Chief of the Air Corps; Brig.-General Frank P. Lahm, Commanding the Air Corps Training Center; Congressman W. Frank James and Allen J. Furlow; Brig.-General E.E. Booth, Asst. Chief of Staff; Miss Amelia Erhardt, of Trans-Atlantic flight fame and Major Ralph Royce, former Commandant of the Air Corps Primary Flying School, Brooks Field.

Generals Fechet, Lahm and Mr. James arrived at the field Sept. 16th from the National Air Races at Los Angeles. After an inspection of the new construction the party were driven to Riverside, where they were the guests at a luncheon given by the Chamber of Commerce.

Congressman Furlow visited the field on the 20th, being a passenger in a plane piloted by Lieut. Amis. A tour of inspection of the post was followed by an address to the commissioned personnel.

General Booth, upon his arrival on Sept. 21st, was greeted with the 11-gun salute. He came from Clover Field on a tour covering the various Army posts in California. The Reserve Officers Association of Riverside tendered General Booth a dinner at night.

Miss Erhardt was the guest of Major and Mrs. M.F. Harmon on Sept. 20th, flying from the Los Angeles Air Races in a Lockheed "Vega".

During Major Royce's short stay at the field he met many of his old friends from Brooks Field who are now on duty at March Field.

SUMMER REST CAMPS FOR HAWAIIAN AIR CORPS PERSONNEL

Immediately after the inspection of Luke Field, T.H. by the Secretary of War, the squadrons of the 5th Composite Group began their summer rest camps, the 23d Bombardment leaving for Waimanalo for two weeks. The trip was made by air, 116 men with all equipment, including the tents, poles, rolling kitchens and mascots being transported in Martin Bombers, with the bomb bays turned into cargo hatches. About four hours were required to make the move.

After being in camp for ten days, the 23d returned to Luke Field and transported the 72d Bombardment Squadron to the site of their old camp. Both transfers were made the same day, every ship going heavily loaded each way. Later on the 72d vacated the camp to the 4th Observation. The 23d Squadron acted as transport squadron for all the moves and established somewhat of a record when they moved the 72d back to Luke Field and moved the 4th, accomplishing the task in just three hours from the time the first ship left the ground until the last man and piece of baggage was moved.

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FOURTH OBSERVATION SQUADRON MEN PROVE "GO-GETTERS".

The personnel of the 4th Observation Squadron, Luke Field, T.H., just completed the erection of a new recreation room built in the rear of the squadron area. Heretofore the Squadron had been using two pyramidal tents, but they were found to be too small and not adapted to the purpose.

There being no appropriation available to cover such construction, the Squadron turned out to a man and, by securing lumber from the maintenance as well as what could be salvaged from airplane crates, they erected a building which is a credit to the Field as well as to their resourcefulness. The work was started under the direction of Lieut. L.W. Motley and was completed by Capt. C.E. Giffin who now commands the squadron.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Arthur W. Vanaman, San Antonio Air Depot, to Brooks Field, Texas.

1st Lieut. Charles E. Branshaw, Brooks Field, to San Antonio Air Depot.

2d Lieut. Samuel R. Harris, Jr., to Brooks Field, Texas.

1st Lieut. James H. Doolittle, Wright Field, to Mitchel Field, N.Y.

Capt. Edmund W. Hill, Scott Field, Ill., to Chanute Field, Ill.

1st Lieut. Wallace G. Smith, March Field, to Chanute Field, Ill.

1st Lieut. Wm.M. Lanagan, Kelly Field, to Chanute Field, Ill.

1st Lieut. George H. Brown, Marshall Field, Kansas, to Chicago, Ill., for duty with Organized Reserves, 6th Corps Area.

Detailed to Air Corps and to Primary Flying School, Brooks Field, for training:

November 1st:- 2d Lieut. Robert S. Israel, Jr., Field Artillery; 2d Lieut. Robert W. Stika, Infantry; Capt. Carl H. Atrough, Cavalry; 2d Lieut. Merrow E. Sordley, Corps of Engineers; March 1, 1929 -- 1st Lieut. Edward M. Edmonson, Field Artillery; 2d Lieut. Joseph P. Shumate, Coast Artillery; 2d Lieut. Lewis S. Kirkpatrick, Infantry.

Promotions: 1st Lieut. William V. Andrews to Captain, with rank from August 28, 1928.

2d Lieut. Stewart W. Towle, Jr., to 1st Lieut., August 28, 1928.

2d Lieut. Carl B. McDaniel, to 1st Lieut., Sept. 14, 1928.

2d Lieut. Glen C. Jamison, to 1st Lieut., Sept. 5, 1928.

Resignation: 2d Lieut. Harold Currie King, Oct. 3, 1928.

2d Lieut. Edward Copoin, Jr.

Retirement: 1st Lieut. Frank M. Bartlett, with rank of Captain, for disability incident to the service.

Relieved from detail to Air Corps: 1st Lieut. Bradford W. Kunz to 2d Infantry, Fort Wayne, Mich.

Reserve Officers assigned to active duty to June 30, 1929:

2d Lieut. Elwell A. Sanborn, Upper Lake, Calif., to Crissy Field.

1st Lieut. Byron A. Glover, Atlanta, Ga., to Maxwell Field, Ala.

Transferred to Air Corps: 1st Lieut. Wilfrid H. Hardy, Cavalry, Sept. 10th, with rank from March 24, 1928.

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AIR CORPS EXHIBIT AT CALIFORNIA FAIR

The March Field exhibit at the Southern California Fair exceeded even the success of last year. Considerable favorable publicity was given the exhibit by the newspapers. One of the most interesting exhibits was a stripped down DH-4 plane, showing every working part in full view. The plane was completely equipped with machine guns, camera, radio, bombs, etc., and the lower wings and fuselage stripped of all fabric. A platform was built to enable the interested to get a close up view of the interior of the cockpit. The earth inductor compass also drew considerable attention, it having been connected with a small motor so that actual operation was shown.

The exhibit included a complete radio installation for broadcasting, also the method used in teaching radio code by means of the Ediphone. The Photo Section was represented by a complete developing, printing and enlarging plant, together with a mosaic of Riverside that was of special interest to the local citizens. Armament of all description; aircraft instruments; the different types of aircraft clothing and equipment were displayed.

The Ruggles Orientator vied with the DH for first place in interest and duplicated its success of last year of being the best "bally-hoo" on the grounds.

The arrangements were in charge of 1st Lieut. James D. Givens, Air Corps.

NOTES FROM AIR CORPS FIELDS

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Kelly Field, San Antonio, Texas, August 31st.

Major J.E. Chaney, Commandant of the Air Corps Advanced Flying School, and for the past four and one-half months commanding the Air Corps Training Center, in the absence of Brigadier-General Frank P. Lahm, went on 30 days' leave, September 1st. Major Chaney will spend his leave in Long Island, New York City, and Southern Maryland.

As the second of a series of fights planned by the Athletic Officer, Lieut. Stanton Smith, the Missouri Pacific Athletic Club staged a benefit fight the night of August 23d at the Kelly Field Gym.

Featuring in the finals was Kid Reyes, veteran fighter of San Antonio, against San Miguel of the 68th Squadron. During five rounds of fast, clean fighting neither man could score a knockout blow, but in the sixth round Reyes put the soldier down for the full ten.

68th Service Squadron; 1st Lieut. William M. Lanagan, Commanding,

Corporal Bryant E. Lumley, Correspondent.

The following changes affecting personnel occurred since August 1st:

Mr. Sgt. Carl T. Hale, Air Corps, late of France Field, Panama, arrived on the 1st and immediately took up the important duty of Shop Foreman of the Aero Repair. Sgt. Hale is no doubt a valuable addition to the Squadron and the organization as a whole welcomes him heartily. Sgt. Hale is replacement for Mr. Sgt. W.R. Redfern, who departed for Panama, via San Francisco, on or about June 1st.

Staff Sgt. Mehnert, Air Corps, formerly of the 3d Pursuit Squadron, Philippine Department, arrived from foreign service on the 7th inst, as replacement for Staff Sgt. Joe Mullenix, who left for a tour of foreign service. Welcome home, Sergeant.

Pvt. 1st Cl. Gordon, popular member of the emergency crew on duty in Hangar #6, departed for Oklahoma on 60 days' furlough to visit relatives.

Pvt. Guthrie, of the renowned team of Lumley and Guthrie, pinochle champs de luxe, also departed on a 60-days' furlough.

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As evidence in proof of the fact that the Air Corps and Kelly Field -- particularly the 68th Service Squadron -- are becoming more popular as time passes, Pvts. Leon A. Brown, 23d Infantry and Sydney A. Melcher, 9th Infantry, were recently transferred from their former organizations, to the 68th upon their own request.

Lieut. H.L. Boyden was relieved from assignment to the 40th School Squadron and reassigned to this organization. In addition to his duties as Post Transportation Officer, he was detailed as Squadron Operations Officer and Assistant Engineering Officer.

Lieut. Johnson was detailed as Station Air Corps Supply Officer in addition to his many squadron duties.

Staff Sgt. R.E. Mitchell, our efficient flight chief, is planning to submit application for examination for commission as Second Lieutenant, Air Corps Reserve, in the near future; with the idea in mind of taking examination for J.A.P. rating. Sgt. Mitchell has well over the 500 hours mark in pilot time, and has flown more than a dozen different types of commercial and military planes. The entire squadron wishes him the very best of luck in his undertaking and every one is confident that he possesses the inherent qualifications of a good pilot and an excellent officer.

Pvt. 1st Cl. (A/M 2 Cl.) "Greaser" Sauseda is on the market for a 35 H.P. Anzina air-cooled engine for his outrigger strut type monoplane, which is now in the process of manufacture. The plans call for a 26 ft. wing spread, 54 inch chord, 6½ ft. in height and 17 ft. overall length. Clark "Y" wing section is to be used. Instead of the conventional closed cabin, a single open cockpit will be substituted. The "Greaser" estimates that it will have a high speed of from 90 to 95 miles per hour and should cruise from 75 to 80 miles per hour under normal conditions.

Pvt. Sauseda is an ex-flying Cadet and is an accomplished airplane and aviation engine mechanic and aeronautical engineer, and is considered fully capable of constructing his own plane from the ground upward. He expects to receive his private commercial pilot licence from the Department of Commerce in the near future.

The hangar gang is wondering whether dope or whitewash will be used on the linen. Probably whitewash, in view of the fact that he has already conducted tests with it on his flivver.

As usual, the squadron was well represented in both the inter-squadron swimming meet held September 6th, and the call for candidates for the Kelly Field football team. The bone crushers are getting into trim and everyone is looking forward to the time when the team marches on the gridiron to win new laurels.

Lieuts. Todd and Woodford of Fairfield passed through recently, en route to Rockwell Field with two PW-9Ds for the Pursuit Group being organized there. It is understood they are to ferry two new O-2H planes from the factory to Pope Field, N.C.

Lieut. Davidson, of the 3d Attack Group, came up from Galveston recently in an A-3 to visit Mr. Johnson, who is stock superintendent with the Station Supply. "Johnny" is a 2d Lieutenant, Air Corps Reserve, and received his flying training at Post Field, Ft. Sill, at the same time that Lieut. Davidson received his. They became good friends then and frequent visits are still made from time to time.

Lieut. Johnson, Squadron Adjutant and Supply Officer, while proceeding to Colorado Springs, Colorado, as passenger in an O-11 plane, for the purpose of dedicating a new airport at that place on the 10th, came to an abrupt halt at Amarillo, Texas, when the plane ground looped and partly washed out the landing gear. Lieut. Johnson received a very painful cut under his right eye. Lieut. R.H. Dean, the pilot, was unhurt.

The emergency wrecking crew, under the able leadership of Staff Sergeant Bright, were kept very busy of late, due to quite a number of forced landings and crack-ups within a hundred mile radius of the airdrome.

This crew is equipped with a White wrecking truck, which was constructed locally about two years ago by converting one of the old war time reconnaissance busses into a modern wrecker. It is capable of picking up wrecked airplanes in almost any condition or position. Too much credit cannot be given this crew for the wonderful results attained in the past. Trips have been made as far as 500 miles away from the airdrome, over the worst kind of roads, and in some cases under very adverse conditions as to locality of the wreck and the terrain of the surrounding country.

Kelly Field, San Antonio, Texas, Sept. 19th:

SQUADRON NOTES

39th School Squadron: 1st Sgt. Samuel H. Byrne and Staff Sgt. Jack Wolfe are engrossed in the acquisition of a goat ranch in the vicinity of San Angelo, Texas. Upon returning from his last weekly visit to the ranch, Sgt. Byrne said it certainly was restful to sit and watch the goats on neighboring ranches meandering around complacently eating gravel. Sergeant Wolfe complains that the two and only goats on their ranch merely spend the week end there.

Pvt. George Sedlock, who hasn't been to town for two years with nothing but virtue to hold him back, took advantage of a three day pass two days ago. His little brother, Anthony, says George isn't going to get ahead of him, for the minute he gets back with the valise he is going to try one.

Lieut. R.H. Finley, commanding the 39th Squadron, reports his "Barometre Economiques" shows thirteen enlisted men discharged E.T.S. in the last three months, and all re-enlisted. The reason is no military secret.

42nd School Squadron: The entire 42d Squadron, and the baseball team in particular, was honored September 8th by Major Tinker, Post Commandant, when, he presented, in behalf of the squadron, to each of the players a little token in the form of a gold baseball upon which was inscribed the legend "42d Sqdn., Champs '28". Lieut. Healy, our Squadron Commander, made some very appropriate introductory remarks preparatory to the presentation.

In addition to the players, Staff Sgt. Timothy Dodson received one of these little tokens, presented to him by Lieut. Healy in appreciation of his loyalty to and support of the team, and especially of his services as champion bat boy.

San Antonio Air Depot, Duncan Field, Texas, Sept. 1st.

Orders were received for the transfer of 1st Lieut. Harry A. Halverson,
- 371 - V-5834, A.C.

A.C., from this Depot to March Field, Calif. effective, December 13th.

Capt. Lewis B. Massie, Quartermaster Corps, Quartermaster at this Depot, was ordered, for the convenience of the Government, to proceed to his home and await retirement. His retirement, after thirty years' service, will probably take place about the first of the coming year. Capt. Massie, who has been on duty at this Depot for over a year, expects to make his home in San Antonio. His departure is greatly regretted, and he carries with him the sincerest wishes of the Depot personnel on his re-entry into civil life. On Capt. Massie's departure, due to the fact that our official family circle is at present rather more "cozy" than is quite comfortable, by reason of several transfers and extended leaves of absence from this station, it will be necessary that the various duties of Acting Quartermaster, Utilities Officer, Fire Marshal, etc., be added to the already greatly diversified positions held by our Adjutant, Lieut. Brophy.

Among the visitors to this Depot during the past month were 1st Lieuts. Donald G. Stitt, Aubrey Hornsby, Wallace E. Whitson, and Cornelius J. Kenney, A.C., of March Field, who obtained DH-4M-1s from this Depot to ferry back to their station, Lieut. Stitt leaving on August 27th, Lieut. Kenney on the 28th and Lieuts. Hornsby and Whitson on the 31st.

More news from our Baseball Team, the S.A.A.D. "Airmen":

Through consistent hard fighting, in the closest series ever staged in San Antonio, our team won the City Amateur Baseball Championship, when they took the final game of the City Series from the San Antonio Public Service Company Team on August 22d with a score of 4 to 2. The series was featured by three of the tightest games imaginable, with excellent pitching and fielding holding the hitting down. And now the Depot Team has disposed of the City of Austin's Team in its upward climb to the State Amateur Championship. Great credit is due to Lieut. R.V. Ignico, our Athletic Officer, for his untiring efforts in managing and personally working with and supporting the Team through the most successful season a Depot Nine has ever had.

Lieut. A.S. Albro, our Engineer Officer, has been thinning the fish out considerably in the Guadalupe River. Some opinions have been advanced that he will take care of any surplus that has accumulated and will make ample room for the spawning season.

September 1st marked the opening of the Hunting Season, and there is much anticipation, including, beyond a doubt, many contemplated alibis for use against the possibility that some game may escape our redoubtable Nimrods.

San Antonio Air Depot, Duncan Field, Texas, Sept. 17th.

On September 14th this Depot enjoyed a brief informal visit from Major Delos C. Emmons, A.C., of the Office of the Secretary of War.

Major Lewis H. Brereton, A.C., Commanding Officer of the Air Corps Troops at Post Field, Fort Sill, Oklahoma, came in by air on September 14th for a visit to this Depot and to other activities in this vicinity.

1st Lieut. Fred. B. Wieners, is availing himself of a leave of absence for one month and fifteen days, beginning September 14th.

2nd Lieut. Morris A. Schellhardt, Air Corps Reserve, of Pawhuska, Oklahoma, started a fourteen day tour of active duty training, effective Sept. 12th. Warrant Officer Charles Chester rejoined this Depot on September 12th from a leave of absence since July 5th.

The Engineering Department of this Depot overhauled and repaired the following airplanes and engines during August, 1928:-

Airplanes:- 5 DH-4M-1; 1 DH-4M-1T; 3 DH-4M-2T; 10 O-2; 1 O-2-C; 4 O-2-H; 1 O-2-M-1; 2 O-2-M-4; 3 NBS-1; 2 NBS-4; 2 PT-1; 1 AT-4, 2 VE-9; 1 P1-B, Total, 38 Airplanes: Engines:- 75 Liberty, 31 Wright E, 1 Wright E-4, 1 Curtiss D-12. Total, 108 Engines.

The Annual Picnic and Barbecue of the San Antonio Air Depot was held in picturesque Koehler Park, San Antonio, on September 13th, under the supervision of the Duncan Field Civilian Club. It was ideal southern autumn weather, and an enthusiastic crowd of from 1000 to 1500 employees and their guests made the utmost of the day. This multitude was efficiently and expeditiously fed in fifty minutes with a profusion of luscious barbecue and "accessories", following which the day was devoted to an exciting and varied program of contests and events, with suitable prizes, ending with dancing to an excellent orchestra.

until far into the evening. There was not a dull moment for anyone during the whole day; and with unanimous voice the greatest credit is given to the officials and committees of the Duncan Field Civilian Club for their handling of the most successful picnic we have ever enjoyed.

Camp Nichols, Rizal, P.I., July 27th.

Flight "B", 2d Observation Squadron: With the transfer and assignment of several new men during the past month, our company strength has increased to 44 men.

All airplanes in this organization have been on the jump during the past month.

Several cross-country hops have been in the march of events so far as flying is concerned.

The visual inspection system consumed a great deal of time and hard study on the part of both officers and enlisted men, but is proving its efficiency over all previous systems.

Headquarters, 4th Composite Group: The headquarters detachment again received a change in Commanding Officers. Captain Charles A. Fursley, A.C., has taken over command. Capt. Fursley comes to us after a long tour of duty with the Organized Reserves.

Lieut. Alfred Lindeburg is now Assistant Post Exchange Officer.

Sgt. Dolliver is working in Post Headquarters. Pvt. McDonough, former Pay Roll Clerk for this detachment, was transferred to the 28th Bombardment Squadron, where he acquired three stripes all at once. Stanley C. Robbins, Operator clerk, was promoted to Corporal. Pvt. 1st Cl. Bain to Specialist 1st Class; Pvt. Ames to Pvt., 1st Cl.; Pvt. Garten to Specialist, 5th Class; and Pvt. Kirby to Specialist, 6th Class.

Pvt. Humphreys returned from furlough on the 10th.

66th Service Squadron: 1st Lieut. Earl S. Hoag arrived on the last transport and was assigned to the Squadron, taking over the duties of Mess Officer, vice Lieut. Harold R. Wells, who was transferred to Flight "B", 2d Observation Squadron, this station.

Staff Sgt. Albert E. Stevenson arrived on the last transport as replacement for Staff Sgt. Jack Guolla.

Tech. Sgt. Leobardo Valtierra, Flight Chief of the Engineering Department, Philippine Air Depot, discharged on July 13th, re-enlisted the following day. He is now counting the days until the sailing of the transport in October, when he will return to the U.S.

An excellent dinner was served on the 4th of July -- turkey and all the "trimmin's". A vote of thanks was given the Mess Sergeant and cooks.

Staff Sgt. Tony Yucius, who is the third oldest member of the Squadron, was discharged on July 22d and re-enlisted the following day.

Cpl. Harold B. Fisher, enlisted pilot, returned to the States on the U.S.-A.T. "Grant" for his new station at Mitchel Field, Long Island, going via the Panama Canal. He will take advantage of a three months' furlough before reporting to his new station. We wish him luck.

28th Bombardment Squadron: Staff Sgt. William L. Yount was transferred to the 3d Pursuit Squadron at Clark Field on July 4th. He spent the following week end with us. Evidently, the home ties were hard to break.

Sgt. Adelmo Garcia was promoted to the grade of Staff Sergeant. He has well earned his promotion, and the members of the squadron were glad to see him advanced.

Staff Sgt. Reuben S. Beckham, Supply Sergeant and erstwhile NCO of all trades, is back on his old job.

The prospectus for the post Basketball team looks very promising in the persons of Way, Sarver, Selby and Jones. It might also be of interest to note that the 28th won the inter-post basketball championship, with only one defeat. Privates Stollard and Covington were recently appointed Corporals.

5th Photo Section: Lieut. John D. Corkille, pilot and Lieut. George W. Goddard, photographer, flew to Legaspi and made some interesting photographs of Mayon Volcano, which is in eruption at the present time.

Lieut. and Mrs. Goddard are now touring the Southern Islands.

The Section received two men on the U.S.A.T. "Grant" Privates Kenar and Nelson, both graduates of the Photographic School at Chanute Field.

Kindley Field, Fort Mills, P.I., July 27th.

As usual the week ends were marked with an influx of Manila guests and the usual dinners and entertainment.

Lieut. and Mrs. Meloy gave a farewell party to Major and Mrs. Longino and to Lieut. and Mrs. Hodges early in the month. About forty guests were present, including arrivals from "Topside", Camp Nichols and Clark Field. After refreshments galore, bridge, poker, red dog tables were organized.

Most of the officer personnel at Kindley attended the costume dance of the month at "Topside". Old Kelly Fielders were heard to remark that the party was reminiscent of those yesteryears held at the Aviation Club, Kelly Field. Lieut. Holland stepped out and distinguished himself by winning the costume prize.

The Kindley Field Officers Bowling Team, after a defeat of three straight games, decided that there was too much pressure down at the bottom and began to practice a few days straight and are now near enough to the top to see light and get a fresh breath of air. We have now won seven games and lost five, which puts us in third place among the Coast Artillery Teams. In a recent game the Air Corps bowled a total of 808 points, which is the high score for any team this season. Look out, boys, for Lieut. Rouch, whose average is 160, and Lieuts. Meloy, Dunlap, Patrick and Davidson who also get hot and knock down 170. We will be at the top pretty soon.

Clark Field, Camp Stotsenburg, July 27th.

3d Pursuit Squadron: With the transport "Grant" gone, Clark Field has settled down to a steady routine again. Work on the flying field is still going on and the field is rounding into shape nicely.

The tow target work with the 26th Cavalry was discontinued, due to the fact that the tow target ship with Lieut. McCormick in it caught fire from faulty wiring at a thousand foot elevation. Exhibiting a high degree of courage and efficiency, Lieut. McCormick landed the plane and put the fire out. Unfortunately, the ship rolled into a drainage ditch and washed out the under carriage.

Lieut. George Murray, a new addition to the squadron, was welcomed with open arms by Lieut. Kelly, who previous to this was a lone bachelor.

Luke Field, T.H., Sept. 8th.

Maj. P.E. Van Nostrand, Commanding Officer of the Fifth Composite Group, left for the mainland on the "Cambrai", August 27th to attend the National Air races at Mines Field, Los Angeles. During his absence Capt. Raymond O'Neill assumed command. At the outset of Major Van Nostrand's absence, Capt. O'Neill was ill in quarters, during which time Capt. Henry Pascale steered the ship.

Lieut. George V. McPike left to attend the races on the same boat with Maj. Van Nostrand. Both officers will be back on duty with the arrival of the November transport.

Lieut. J.F.J. Early, recently appointed Athletic Officer has announced an ambitious sports program for the winter months. Following the baseball season just closed, work started at once on the basketball teams. A Field Day program is in the offing which, in all likelihood, will be held on the site of the new baseball grounds being constructed for next season. The arrival of Sgt. Morris Aubree and his assignment to the 72d Bombardment Squadron has stimulated interest in track activities also. Aubree now holds the Second Corps Area championship for the 6 1/2 mile run and is one of the outstanding runners in the Army. He barely missed the Olympics this year, although he defeated Corporal Frank Gerny in the eliminations.

Lieut. R.L. Williamson was relieved as Personnel Adjutant and assigned as Engineering officer of the Fourth Observation Squadron. Lieut. J.C. Shively was appointed Personnel Adjutant to relieve him.

Lieut. Motley has assumed the duties of assistant Group Operations officer and Group Information officer.

Major P.E. Van Nostrand, commanding officer of the Fifth Composite Group, was recently elected Post Commander of Fox-Corner Post No. 9, American Legion, to fill the unexpired term of Lieut. R.H. Magee.

The membership of the Legion post at Luke Field now includes 95 per cent of the officers and men of the Air Corps in the Hawaiian department who are

eligible, according to the records of the Post Adjutant.

Several reforms have already been instituted by the new commander, which are expected to result in added interest being taken in Legion affairs. Not the least of these is the formal initiation of new members and an active membership campaign. That the new commander will have the full cooperation of the entire post is indicated by his unanimous election to the office.

Air Depot, Middletown, Pa., Sept. 5th.

During the month of August five airplanes were given major overhaul at the Middletown Air Depot, including one bomber, three observation and one pursuit plane. Three planes were received for major overhaul, and eleven planes are in process of going through the shops. Nineteen Liberty engines and nine Curtiss D-12 engines were turned out by the Engine Repair Department.

During the month the Depot Supply shipped 7 carloads of material and received 7 carloads. In addition to the above, there were 264 L.C.L., parcel post and air shipments made, and 133 received. Total weight of material shipped was 179,000 lbs. Total weight received, 170,000 lbs. Money value of shipments made, \$473,519.00 and of shipments received, \$163,262.00.

The 103d Observation Squadron, Pennsylvania National Guard, under the command of Major John S. Owens, encamped at this Depot from July 28th to August 11th. During their training period here, several of the junior officers were given Airplane Pilot and Junior Airplane Pilot ratings by a board of officers convened to examine them at this station.

Cross-country flights during the month included the dedication of airports at -

Williamsport, Pa. - August 18th.

Towanda, Pa. - August 19th.

Selinsgrove, Pa. - August 24th.

Sunbury, Pa. - August 31st.

Reserve officers on active duty for a two weeks' period of training at this station reported as follows:

Capt. Arthur Wilson - August 1st

1st Lieut. Clarence W. Welsh - August 1st

3d Lieut. Herbert R. Hare - August 1st

1st Lieut. James E. Scheirer - August 2d

1st Lieut. Arthur W. Williams - August 29th

Maxwell Field, Montgomery, Ala., Sept. 6th.

During the month of August a considerable number of visiting planes, Army, Navy and Civilian, landed at this field.

The period of July 1st to August 28th was devoted principally to the training of Reserve Officers reporting for two weeks' summer training.

Two more Reserve Officers reported for an extended tour of active duty for one year at this station, making a total of nine in all here now.

Lt. Herman F. Woolard, A.C., ferried a PW-9-D plane from Dayton, Ohio, to San Diego, Calif., and was accompanied on his return by Lt. Narcisse L. Cote, A.C., of this station, each ferrying an O2-H plane from Santa Monica, Calif., to this field.

Lts. Roscoe C. Wriston, and Russel C. MacDonald, A.C., of this station, departed by train for California to ferry back here two O2-H planes.

Lt. Wendell B. McCoy, A.C. (DOL) left by train August 31st for California to ferry back another O2-H plane for use at this field.

As per usual, quite a lot of tow target work was done in connection with Fort Barrancas, Fla., and Fort Benning, Ga.

On August 17th Lieuts. Jas. G. Pratt, A.C., Reuben Kyle, Jr., A.C., and Isaac W. Ott, Air-Res., made a flight to Myrtle Beach, N.C., to participate in the opening of a new municipal airport there.

During the early part of August Lieuts. Wendell B. McCoy, A.C. (DOL), Robert C. Ashley, Isaac W. Ott, Pilots; with Capt. Robt. J. Platt, M.C., Lieuts. Murray C. Woodbury, Air-Res. and Wm. J. Persons, Air Res., passengers, flew to Shreveport, La., to assist in the opening of the new airport at that point.

France Field, Panama Canal Zone, August 27th.

Senator and Mrs. Barkley and Miss Barkley of Kentucky, paid France Field a visit recently and were given a hop across the Isthmus in a bomber. They seemed to be more than pleased with their flight.

Lieut. Le Brou had another forced landing, this time in a PW-9 at Aguadulce Republic of Panama. The plane was damaged to such an extent that it required sending spare parts from France Field by bomber. Lieut. Hutchins started up to Aguadulce with the bomber and, upon arrival at Rio Hato, was forced down due to one of his motors freezing on account of loss of water. It was then necessary to send another plane, piloted by Lieut. Zane, to take a spare motor to Lt. Hutchins, pick up the spare parts for the PW-9, and take them on to Aguadulce. All three planes returned within a couple of days, seemingly no worse from the mishap. It seems that this is one time that the old saying that three accidents in a row must happen together, was disproved.

Lieut. E.E. Harmon, upon his arrival here, was assigned to the 25th Bombardment Squadron and, using the military phraseology, he was, in addition to his other duties, assigned as Marine Transportation Officer and Officer in charge of boxing.

Lieut. Harold C. King, returned from detached service at Langley Field and leave of absence in the States wearing the new Distinguished Bomber and Gunnery Medals awarded him while at Langley Field. This makes a total of five officers at this station who are wearing these medals.

Upon completion of the Annual Small Arms Target Practice with the .45 caliber Pistol, it was found that the 24th Pursuit Squadron won the Department Commander's Trophy (an old type Service Pistol, nickel plated), they having attained the highest percentage of qualification on the post with an average of 83.5.

Staff Sergeants Gilmore and Adcock arrived at this station from March Field and Kelly Field, respectively, on August 21st. Sgt. Gilmore was assigned to the 63d Squadron as replacement for Staff Sgt. Murdock, and Sgt. Adcock was assigned to the 25th Bombardment Squadron as replacement for Sgt. Lofley.

Major Peabody paid France Field a visit during the stay of the Transport "Grant" in Panama, en route to New York. Major Peabody is en route to the Field Officers Tactical School at Langley Field. He seemed to enjoy his stay here very much. He was the guest of Capt. Harold while at this station.

The France Field Pistol Team held another Pistol Competition at France Field on August 26, 1928. Representatives from the Balboa and Cristobal Police Departments, the Balboa and Cristobal Gun Clubs, the Second Field Artillery and the Navy and Marine Corps shot in the competition. The course was the pre-scribed National Match Course cut in half and was won by the Cristobal Police, who fired with the .38 cal. Smith & Wesson Target Pistol with the six inch barrel. Second place was taken by the combined Navy & Marine Corps Team, using the .45 cal. Automatic Colt. Third and Fourth places were taken by the two teams from France Field.

Sgt. Herman of the Cristobal Police won 1st place. Lieut. Crocker and Mr. Sgt. Lucy were high guns for France Field. There were about 250 pistol enthusiasts on the range during the shoot and, regardless of the fact that there was a drizzling rain during the entire day, everyone seemed to enjoy himself very much.

Brooks Field, September 8th.

The entire flying instructor personnel of "A" and "B" stages flew to Eagle Pass on Friday, August 24th for lunch, returning the same day.

On August 27th, Lieut. L.P. Hudson received the sad news that his father had died and that the funeral services would be held on the thirteenth. Lieut. Hudson left by air at 4:30 A.M. on the 28th for Bolling Field to attend the services.

Other cross-country trips made by officers of this station since the last writing were:

Sept. 1st, - Lts. Stroh and Walbridge took off for Madagorda Island down in the Gulf and returned the 3d.

Lt. Carlson and Pvt. Lamar departed for Okmulgee, Okla., on the 1st and returned the 3d.

Maj. S.W. FitzGerald and Lt. D.D. Watson flew to El Paso, Sept. 2d. Lt. Watson returned to Brooks and Major FitzGerald continued on to California.

Lt. Chennault with Mr. Hair as passenger flew to Derby, Texas and returned the same day.

Lieut. Bryte flew Staff Sgt. Martin to Fort Clark on Sept. 7th. Sgt. Martin is assigned to duty at the Airways station there.

Lieuts. Holmes and Fritch visited Dallas, returning the same day.

Lieut. R. Day with a mechanic flew to Houston on Sept. 6th, returning the same day.

Langley Field, Va., Sept. 5th.

19th Airship Company: On Sept. 6th, at 7:00 A.M., the old aircruiser, TC-10-254, under the command of Lieut. B.T. Starkey, assisted by Warrant Officer R.E. Lassiter, and the U.S. Navy airship J-4, which arrived at Langley Field on Sept. 5th, under command of Lieut. R.F. Tyler, U.S. Navy, took off from the local station for the Naval Air Station, Lakehurst, N.J., home station of the J-4. The ships left Langley Field in a formation flight, and after encountering strong head winds all way up, arrived at Lakehurst, N.J., at 1:15 P.M. While at Lakehurst, the TC-10-254 made a flight to Governors Island, N.Y. on the 10th, for the purpose of training for Colonel T.A. Baldwin, Air Officer, 2d Corps Area, and on the 11th Colonel C.G. Hall, A.C. and Lieut.-Col. Ira F. Fravel, A.C., were given training flights in TC-10-254 at Lakehurst. The airship returned from Lakehurst, N.J., on the 12th, at 5:50 P.M., after battling thunderstorms and head winds for seven hours. The ship endeavored to follow the coast line on the flight from New Jersey, but was the plaything of variable winds and at one time was swept to sea and at another was carried inland a few miles off her course. "We're lucky to get here", remarked Lieut. Starkey, as his ship settled down on her home field at sundown.

There were no special missions during the past week and our flying was limited to a number of training and test flights near the home station.

1st Lieut. John M. Perkins, Air Corps Reserve, reported for duty with this organization for a period of two weeks beginning Sept. 15th.

Rockwell Field, Coronado, Calif., Sept. 20th.

Rockwell Field was host to Major Ralph Royce and eleven officers of the First Pursuit Group, Selfridge Field, both before and after the National Air Races at Los Angeles.

The officers, under command of Major Royce, who made the flight west, were Capt. Strahm, Lieuts. Haddon, Stoner, Lawson, Klein, Egan, Robinson, Irvin, Kenyon, Doolittle and Schonlein.

Nine Keystone LB-5 Bombers from Langley Field, commanded by Maj. Knerr, stopped at Rockwell Field for service while en route to and from the National Air Races. The huge planes made the transcontinental flight without mishap or any serious delays.

Maj. Claggett, Air Officer of the Ninth Corps Area, and Maj. Harmon, Commanding Officer of March Field, were frequent visitors to Rockwell Field the past two months.

Nine planes of the Third Attack Group, Fort Crockett, Texas, commanded by Major Jouett, visited this field on their way to the Races at Los Angeles, and again stopped here before returning to Galveston. The visiting officers from the Third Attack Group included: Capts. Wooten and Heison; Lieuts. Newstrom, George, McMair, Gross, McHenry, Acheson, Williams and Anderson.

General Fechet, Chief of Air Corps, was a guest of Major Sneed while visiting Rockwell Field on his return to Washington from the National Air Races at Los Angeles.

Congressman W. Frank James, chairman-elect of the Military Affairs Committee, House of Representatives, arrived at Rockwell Field, by plane on Sept. 16th, and departed the following day for Washington, in tri-motored Fokker transport.

Brigadier-General E.E. Booth, Assistant Chief of Staff for Supply, War Department, visited Rockwell Field, Sept. 19th, on official business.

Major Delos C. Emmons, A.C., from the Office of the Chief of the Air Corps, visited this station Sept. 19th.

A letter of appreciation has been written to the Chamber of Commerce, Santa Ana, Calif., for the hospitality and courtesy extended the pilots of the Ninety-fifth Pursuit Squadron upon their recent sad mission to that city in

connection with the funeral of late Lieut. John J. Williams, Air Corps.

Major F.E. Parker, Finance Department, arrived at Rockwell Field, Sept. 20th, for purpose of auditing property accounts.

Chanute Field, Rantoul, Ill., Sept. 25th.

There was a scurrying of feet in a certain office in the Munitions Building. "Someone has fainted", was the cry which caused the commotion. A small crowd gathered around the recumbent form of ye editor of the News Letter. "Give him a drink", someone suggested. This suggestion aroused the scribe from his stupor sufficiently to hear some unfeeling wretch suggest "Give him hair." The cause of this temporary passing out episode was explained when it was noticed that tightly grasped in one hand was a contribution to the News Letter from Chanute Field.

Seriously, we are glad, indeed, to hear from "Old Shinoot", and we hope contributions from that neck of the woods will reach us regularly from now on.

But to quote the contribution - On Sept. 17th, Lieut. Loutzenheiser flew to Fort Leavenworth in an A-3 with Capt. Kirk Mason, Medical Corps, as passenger. The same day Corp. Swisher took an O2 to Fairfield Depot to change engines. He was accompanied by Staff Sgt. Anderson.

Lieuts. Warren and Post made a round trip to Cleveland in an A-3 on the 19th. Tech. Sgt. Jackson flew to Dayton to bring back Lt. Robinson who had taken a P-1 down the day before.

On the 22nd Lieut. Loutzenheiser hopped to Rochester, Minn., in an A-3 and returned with Congressman Maas the next day. That afternoon the Lieut. flew to Chicago and return.

Lieut. Peterson flew Capt. Palmer to Indianapolis and return.

On the 25th Lieut. Roberson took off for Baltimore in an A-3 with Capt. Miller, QMC, as passenger.

The baseball season closed last Saturday, after an exciting race during the last two weeks. Two schedules constitute the season and the winner of the first plays the winner of the second for the post championship. Headquarters won the first and tied with Photo and Mechanics for the second. Mechanics won out in the three game elimination series, and also captured the Trophy in the final series. Headquarters was handicapped because the personnel of that section is largely transient.

On Sept. 21st Lieut. McNeil, Recreation Officer, staged the biggest boxing match ever held at Chanute Field. He had as contenders Les Marriner, the new sensation from the University of Illinois and Oscar Baker of the Pacific Coast.

Marriner won fifteen of his fights via the knock-out route, losing one on decision and winning one the same way. The affair was held in the new outdoor arena built by the Recreation Department this summer. Marriner put his man away for the count in the 3rd round. The semi-windup presented Jimmie Sayers and Red Rodman, both Hoosiers, in the 118 pound class. There was plenty of action and it was really a better show than the big boys put on. Two other bouts and a battle royal completed the show. The new Air Corps band, under Warrant Officer Lindstrom, entertained with an hour's concert before the battling began. About three thousand were present and went away satisfied with the matching and promoting. The next card will be presented Oct. 26th in the gymnasium. We will be able to seat about two thousand people inside.

Lt. McNeil developed into quite a fight promoter and, we can say, a successful one. All the boxing matches held since his appointment as A & R Officer were good ones, even though two or three were not financial bonanzas. In the total, however, there is a profit in the shape of a new arena and band stand and plenty of seating facilities for any kind of athletics or entertainment.

The first of the season's dances sponsored by the post will be given early in October. Several new ideas in regard to the staging of such dances will be tried out.

Of course, there will be considerable regret that several of the well liked officers must take up their duties at other fields. Lt. Yeager goes to the Islands, Capt. Devery to Bolling and Capt. Johnson has already gone to Hawaii. But -- such is the army.

Marshall Field, Fort Riley, Kans., Sept. 27th.

The 16th Observation Squadron settled down to routine business since the Air Mail Detail from Superior, Wisc., returned to the station. We believe we did good work, considering the type of flying done, and the weather in that section. There were a few major crashes due to fog, but in no case was there serious injury to personnel. Lieut. Charles T. Skow, who was in charge of the detail, has gone on a well earned leave of forty-six days.

Lieut. M.C. Robinson just returned to this station after an extended trip to Superior, Wisc., Chanute Field and Dayton, Ohio, where he inspected the Air Corps Supplies for new ideas to be put into effect at our station. Lieut. Robinson had quite a few tough experiences while on the trip. He encountered a heavy fog near Superior and was forced down with a crash as the result, but proceeded without further damage. After installing a new motor at Scott Field, another forced landing was made near Kansas City on account of a broken throttle. The ship was slightly damaged.

Ten planes from the 1st Pursuit Group, Selfridge Field, under the command of Major Ralph Royce, arrived here at 4:00 P.M., Sept. 5th and departed on the 6th en route to Los Angeles to the Air Races.

Major General Fochet, Chief of the Air Corps, paid us a visit Friday, Sept. 21st. The General arrived at 4:00 P.M., in an O-2H piloted by Lieut. Quesada, accompanied by Senator James and mechanics in a Fokker Tri-motored transport piloted by Lieut. Dinger. The planes took off for Chanute Field at 8:15 A.M., Sept. 22d.

Lieuts. Hix, Munson and Wright delivered three O-2H planes to Fairfield for overhaul last week, carrying two passengers en route to Washington. These men were brought to this field in a Douglas transport from San Antonio, Texas.

Lieuts. Rice and Brownfield made a trip to Miles City, Montana, to assist in the dedication of a new airport there. They reported a fine trip and returned with a large supply of game which they shot while on the trip.

The 16th Observation Squadron took a tactical hike to Marion, Kansas, Sept. 12th and remained in camp until Sept. 14th. The entire Squadron participated in this hike, and was transported by eighteen trucks and four airplanes. A demonstration was made while there for the benefit of the Old Settlers' Celebration then in progress.

March Field, Riverside, Calif., Sept. 24th.

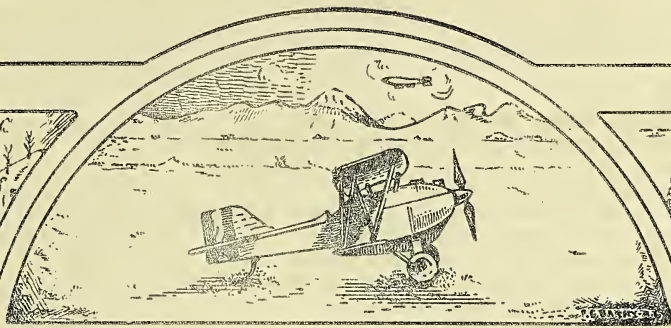
Cpts. Arthur B. McDaniel, Louis R. Knight and 2nd Lieut. R.W. Harper, were on temporary duty at this station during the month for a short period. The purpose of their visit was the coordinating of the records of the flying schools.

March Field is singing the praises of their quintette of parachute jumpers in the Air Meet at Los Angeles. With five men entered, March Field was awarded first, second and fourth places in the final results and brought home \$800.000 of the prize money. Sgt. Wehling placed first, Pvt. Gamjola second and St. Sgt. Utterback took down fourth money. 1st Lieut. Frederick V.H. Kimble, A.C., piloted the plane from which the men dropped.

Major L.A. Walton, A.C., reported to this station during the month from the Philippines and was designated as Assistant Commandant. He will have active charge of all training activities.

Sixteen flying cadets said good-bye to the school during the month, all due to the lack of 'inherent flying ability'. At the present time 150 students are under instruction.

Congratulations are being extended to Cpts. B.T. Burt, Earle G. Harper and 1st Lieut. Hoyt S. Vandenberg, who recently received promotions. Captain Harper assumed command of the 47th School Squadron, in addition to his duties as Post Exchange Officer. Captain Burt will continue his duties as School Secretary.



Air Corps News — — Letter



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Information Division
Air Corps

October 29, 1928

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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ARMY FLYERS CREATE NEW ALTITUDE RECORD

Rising to a height of 37,854 feet, two Army airmen, Captain St. Clair Streett, pilot, and Captain Albert W. Stevens, observer and photographer, created a new altitude record, in that they ascended to the highest mark above the ground ever reached by an airplane carrying more than one occupant.

While the above flight was made on October 10th last, the two recording barographs carried in the plane, both of which functioned perfectly, have just been calibrated by the U.S. Bureau of Standards and the Air Corps informed of the result by the National Aeronautic Association. No categories for record flights in planes carrying more than one occupant have been established by the Federation Aeronautique Internationale, the world's aeronautical governing body, under the belief that the creation of such additional categories would serve to introduce endless complications. The two-man altitude mark established by Captains Streett and Stevens will, therefore, constitute an unofficial record only.

The present altitude record for airplanes (38,418 feet) was made by Lieut. C.C. Champion, U.S. Navy, at the Naval Air Station, Anacostia, D.C., July 25, 1927. It will thus be seen that Captains Streett and Stevens only missed by 564 feet of matching the official world's altitude record for heavier-than-air craft. Air Corps officers are of the belief that, had Captain Streett been the sole occupant of the plane on this particular flight, he would have created a new world's altitude record. The purpose of the flight, however, was not to create a new altitude record but to test camera equipment in the rarefied atmosphere as well as to experiment with a new method of obtaining altitude measurements by means of photographs. Relieved of the weight of Captain Stevens and the photographic equipment carried along, the plane would have been some 225 pounds lighter. In altitude flights, an additional weight of such proportions, especially when reaching the thin air strata, proves no mean handicap.

The airplane piloted by Captain Streett was the XCO-5, the same one which had been used by former Lieut. John A. Macready and Lieut. Wm. H. Bleakley, Air Corps, on their previous altitude flights. It was equipped with the latest type supercharger. The airmen took off from Wright Field, Dayton, Ohio, at 11:00 a.m., and returned to their home base at 5:00 p.m. When their supply of gasoline became exhausted they were about seven miles above sea level.

It may appear rather strange that the pilot apparently miscalculated the length of time he was in the air and permitted his gasoline supply to become exhausted. As a matter of fact, however, Dame Nature took matters into her own hands and kept the flyers in the air against their will. The intense cold at the ceiling of the plane had shrunk the metal parts of the throttle and supercharged controls to such an extent that they were immovable. It was not until Captain Streett finally managed to reach about 34,000 feet that the cold abated sufficiently to permit the controls to again become movable. When this came to pass, the gasoline supply had been used up, and there was nothing left to do but to make a long glide for it in order to reach terra firma again.

Captain Streett calculated that he would be able to glide back to Dayton, but adverse wind currents brought the plane down in a dead stick landing near Rushville, Indiana, 70 miles from the place they ran out of gasoline. Here they shed their heavy clothing, obtained 50 gallons of gasoline, and took off for Wright Field.

The liquid oxygen used on the flight functioned perfectly. The supply proved more than ample, and no ill effects whatever were experienced by the airmen during their sojourn into the intensely cold upper air regions.

Despite the intense cold at the ceiling of the plane, Captain Stevens was able to manipulate his camera without the least bit of difficulty. A small gadget, slightly larger than a rifle cartridge, enabled him to move his fingers as nimbly as though he had been working on the ground. This cartridge is a

miniature electric heater slipped into an asbestos pocket across the fingers of the heavy leather mittens, designed to enable the observer to use his hands at all times for camera work at high altitudes. Just to test the effectiveness of this little device, which was fed from the ignition battery, Captain Stevens momentarily slipped it off one hand. The moment he did so, however, his fingers started to become numb.

The airmen wore electrically heated goggles. A 3/8-inch hole just over the pupil of the eye in each lens was drilled in order to enable the wearer to see in the event the rest of the lens became coated with frost. The condition anticipated became an actuality during the flight. When the plane reached the upper air regions where the intense cold prevailed, the goggles became coated with frost. Had it not been for the small hole drilled in each lens, the airmen would not have been able to see at all. As it was, they were forced to cock their heads in all directions in order to see any given object.

The story of the flight is best told in the words of Captain Stevens:

"A plane will climb to practically its maximum ceiling in an hour. Captain Streett and I had agreed that at the end of an hour an extra 25 minutes would be spent trying to get a few hundred or few thousand feet more. We took off at a little after eleven o'clock. Every two minutes we took readings of time, indicated altitude and temperature, and made a vertical photograph from which later to calculate the actual altitude. Everything went fine, and at the end of an hour and 20 minutes I was elated to see the hand of the altimeter in my cockpit approach the 40,000-foot mark.

"For the next five minutes I was very busy making as many exposures as possible, and at the end of this time the hand was at 40,200. This meant that we were at about 37,500 feet above sea level, yardstick measure. I turned and tapped Streett on the shoulder, this being the signal previously arranged that time was up.

"Streett had been experimenting with different air speeds, and was climbing at the time at between 52 and 54 miles an hour, indicated. He nosed the plane down, the air speed mounted to 95 miles, and looking back into my own cockpit, I saw the hand drop back in a few minutes to 37,500 feet and later to 34,000. The temperature, which had been 76 below Fahrenheit, or 60 below centigrade, rose to minus 48 centigrade. Seventeen minutes later we were still at 34,000 feet and, to my amazement, 24 minutes from the time we had started our descent, we were at 34,700, indicated.

"I thought to myself: 'Streett certainly must like this thin air up here. Why in thunder doesn't he reduce the engine speed and get us down out of here. Doesn't he know that at this rate we haven't hardly any gasoline left?'

"From time to time I looked over his shoulder, saw the engine was running at full throttle, with full supercharger on, that our air speed was still over 90, and that we weren't losing altitude; in fact, we were gaining a little. I could see him pull on the throttle levers from time to time, and noticed that one of them was twisted out of position. What had happened was that the intense cold during the comparatively long stay at ceiling had shrunk the metal parts of throttle and supercharged controls so that they were immovable. That is, Captain Streett could not shut the engine off. Furthermore, he did not dare to intermittently cut the ignition switches, for this would have let a flood of raw gas into the supercharger passages, and likely cause a fire. To cut them completely would mean very likely a ruined engine, and certainly a frozen radiator. So he kept flying, trying to force the plane lower with engine. Due to the low factor of safety of a plane of this type, he could not raise the air speed to more than 95 miles per hour in a glide; and yet, at this speed, or a lower speed, it started to climb again.

"In short, we couldn't get down below 34,000. Although the temperature was 48 below centigrade, it was relatively warmer, and the controls finally became movable, but too late, for the engine had begun to sputter. Captain Streett closed the radiator shutters, pulled back the throttle, and we began to drop.

"The propeller still turned rapidly from the push of the plane, and at intervals a few spoonfuls of gasoline would slop from the practically empty tank into the carburetor line, as the plane lurched into air pockets. With the ignition switches still on, the engine would sputter from time to time, and fortunately kept warm enough to keep the cylinder jackets from freezing.

"In this fashion we glided from 34,000, and at 20,000 the engine quit completely. At one time we were almost over Indianapolis and, although our glide was headed in the direction of Dayton, we were still 75 miles away when the

ground began to loom up close. From our tremendous altitude, Streett had plenty of time to look the country over, and had decided on one of the largest fields in view, a field half a mile long and 30 rods wide.

"Now a plane of this type has no air feel at all, compared to regular planes. In other words, it flies like a barn door. Consequently, it was a really remarkable feat when the Captain flew by the end of the field, banked the long wings of the plane at 60 degrees, did a 270 degree turn, landed with a dead stick, rolled to a stop, and still had two-thirds of the field left.

"We shed our heavy flying clothes, got 50 gallons of high test gasoline from the nearest town, Rushville, Indiana, and at 4 o'clock took off for Wright Field, where we landed before five o'clock. We still had over 10 pounds of liquid oxygen left in our vacuum jacketed vaporizers. This happens to be the first flight ever made entirely with liquid oxygen, without compressed oxygen also being carried as a safety factor, and demonstrates the degree of reliability of the apparatus which had been designed by the Materiel Division of the Air Corps."

The following editorial, which recently appeared in a newspaper of prominence and long standing, may prove of interest in connection with Captain Stevens' story of the flight:

"Of all incredible mishaps, the one which even Baron Munchausen forgot to mention has just befallen two of the Army flyers at Wright Field, Dayton, Ohio. Captains Streett and Stevens attained a height of 40,200 feet and then could not come down. It is explained that the throttle was frozen. But when two expert aviators had to sail around until their fuel was exhausted, they are lamentably like the celebrated motorists of the early days who circled the block eighty-seven times because he had forgotten how to stop."

This particular editorial writer is evidently not very familiar with the history of Army aviation, otherwise he would have remembered that Captain Street was the leader of the New York to Nome, Alaska, flight back in 1920. Knowledge of this fact would have deterred him from even thinking it strange that Captain Streett cruised along in the frigid atmosphere until a dead engine forced him down. Captain Street has to his credit several years of service with the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., and they say that it gets pretty cold up there in the dead of winter. As a cold weather flyer, the Captain has few, if any, equals among American aviators.

Seriously speaking, however, it is just too bad that this particular newspaper has not yet reached the stage where it considers aviation of sufficient importance to assign a man with a knowledge of this science to write the editorials and other material relating thereto.

In the first part of this article mention was made of the utilization of high altitude photographs as a means of obtaining altitude measurements. To illustrate this new system of altitude measurement, if three or more points on the ground are shown, the distances between which are known, from accurate ground survey data, by measuring the distance of the image separations on the negative and knowing the distance from the negative to the optical center of the lens in the camera (the focal length), the problem of the length of the perpendicular dropped from the lens to the ground becomes a geometric one of similar triangles, and can be figures in feet or meters to within one-tenth of one percent mathematical accuracy.

Captain Stevens plans to make a comparison of the results obtained through camera calculations with those obtained from the barograph formula used by statisticians in the Bureau of Standards. His findings will no doubt prove very interesting.

An official report was recently received on the high altitude photographic flight made on September 23rd by Lieut. James H. Doolittle, pilot, accompanied by Captain Albert W. Stevens, observer and photographer. The purpose of this flight was to test photographic and certain other high altitude equipment, and the altitude reached was 37,200 feet, as determined from preliminary calculations of photographs, subject to a check of the focal length of the lens.

The ascent consumed one hour and 25 minutes, including 20 minutes at the ceiling of the plane. The descent to the ground required 45 minutes. It appears that the oxygen carried was not sufficient for the two occupants of the plane. Captain Stevens temporarily lost consciousness, and Lieut. Doolittle became semi-unconscious just before turning the nose of the plane downward. Both revived completely as lower altitudes were reached.

At the maximum altitude, a temperature of 57 degrees below zero, Centigrade, (-70.6 deg. Fahr.) was encountered. The clock froze, as did one of the spirit levels of the camera, also a spot on Captain Stevens' cheek. Lieut. Doolittle found the controls extremely hard to manipulate because of the extreme cold. The camera was covered with ice.

The plane piloted by Lieut. Doolittle was the Materiel Division XCO-5, which was used by Lieut. Macready in 1927 in making his world record altitude flight. Eighteen photographs were obtained, several from the peak height. In spite of a scattering of clouds at 6,000 feet, they show the highways and outstanding structures of the territory beneath with remarkable clarity. So distinct are these pictures, in fact, that they could stand enlargement to ten diameters. Under war conditions they would be of untold military value. The area covered by the exposure is 33 square miles.

The military value of high altitude photographs has been proven heretofore, however, and on this expedition they were taken to serve a new purpose. The computation of altitudes in terms of feet or meters has always been worked out on a necessarily theoretical basis. The barograph (recording altimeter) records are taken, and from a fixed formula in which average temperatures for the different altitudes are arbitrarily assumed, the particular altitude in question is worked out. This method adopted by the Federation Aeronautique Internationale for calculating height in feet or meters is simply a method, not necessarily accurate according to tape line measurements, but it being impracticable to drop a tape line down perpendicularly from 35,000 feet or so, or in any other way to obtain actual physical measurements, it arrives at as nearly an accurate reckoning as is possible with the knowledge at hand. These computations invariably bring about a change in the altitude as shown on the barograph, the correction usually bringing the figure downward. Nor do the different organizations always agree on the results. In 1921, for instance, in computing Lieut. Macready's altitude record, the altimeter reading was 41,200 feet. Calibrations worked out by the Bureau of Standards brought the figure down to 39,000 feet. Later, under another method of computation, the figure was reduced to 37,800 feet and, finally, under the F.A.I., it was computed as 34,509 feet.

It is not desired to give the impression that the photographic method of calculation will take the place of that obtained from the barograph for high altitude work. From the standpoint of the airplane and supercharger designers, it would be far more valuable to know the measure of air density through which a plane is capable of operating than the actual physical distance above the ground it has attained. It is possible that a plane might climb to a certain altitude one day, which, because of different air density conditions, it could not reach on another. Consequently, the high altitude engineer must work for a plane which will travel through the medium of lightest air rather than for one which will travel the greatest number of feet above the earth. Just how frequently these two conditions would tally is not certainly known, and it is expected that the photographic computations in conjunction with the F.A.I. computations will throw much light on this subject.

For the computation of altitude records in terms of public understanding and to obtain the actual height in tape line feet or meters, it would seem that the photographic method would be invaluable. And, as a minor consideration, with officials getting the camera and focal length dimensions before take-off and taking possession of the film upon descent, the possibility of dispute or fraud would be completely eliminated.

Two types of goggles were tested, one, electrically heated, the other a double lens type with an air space between the lenses. The former were quite successful, but the inner lens of the latter frosted over from the moisture from the skin and eyes and finally became opaque. Captain Stevens had drilled a 3/8-inch hole just over the pupil of the eye in each lens of a pair of standard goggles, which it is thought will enable him to see through when the rest of the lens is frosted, with sufficient protection to the eye to obviate injury.

Electric heating devices have been applied to the clock and the camera, also the miniature heater, in the shape of a cartridge, for keeping the hands warm, and which has already been previously mentioned. These electrical installations use remarkably little power from the 12-volt system. The clock takes 9 watts, the camera 40 watts, the gloves 10 watts each, and the goggles, having no insulation, take 40 watts.

99TH OBSERVATION SQUADRON TO BE RECONSTITUTED

The 99th Observation Squadron, which is to be reconstituted on November 1st next at Mitchel Field, N.Y., was organized August 21, 1917, at Kelly Field, San Antonio, Texas, under the command of 1st Lieut. W.T. White, A.S., O.R.C., and on November 14th of that year, under the command of Captain Wm. E. Goodman, Jr., embarked on the White Star liner CEDRIC for England. It arrived at Tours, France, on December 12th, it being the first complete American aero squadron to arrive at the 2nd Aviation Instruction Center.

Men were assigned to special duty in various training departments, and they became familiar with the foreign types of planes and motors with which they were soon to have experience at the front. Lieut. Andrew W. Shiland took command of the Squadron on February 25, 1918, and on March 30th was succeeded by Major Arthur R. Christie. The Squadron, composed of three officers and 136 men, left March 11th for Haussimont on the Marne, where hangars were erected and preparations made for the arrival of pilots and planes.

On March 23rd, 18 pilots with Sopwith LA2 planes, landed and reported for duty. Of the original pilots who were members of this squadron at Haussimont, only one is still in the service - Captain Horace N. Heison, Air Corps, who is now on duty with the 3rd Attack Group at Fort Crockett, Texas.

Shortly afterwards, with the assignment of observers to the Squadron, it was ready to commence work over the enemy lines as a completely equipped American Observation Squadron.

Aerial work started on April 1st, the planes of the 99th working in conjunction with the 3rd Field Artillery Observation School at Mailly, France. This work continued daily until May 31st, when the Squadron was ordered to Amanty, France, for station. Here it was joined by additional observers, and actual operations over the enemy lines were started.

During the month of June a number of flights were made over the enemy lines, the one on June 22nd being a memorable one in that all of the three planes flown on a reconnaissance mission returned to the home airdrome with innumerable holes in the wings, thus attesting to the accuracy of the enemy anti-aircraft batteries.

On July 1st the Squadron was ordered to Luxeuil-les-Bains, being the first American unit to arrive at this place. Here three more observers joined the organization, and aerial work commenced immediately with the 5th Corps Infantry Liaison School. Pilots and observers of the Squadron worked with members of the 285th Spad (French) Squadron at Corcieux, France, in order to learn the St. Die Sector.

During the latter part of July, reconnaissance flights were made almost daily over the enemy lines, and several combats were had with enemy airmen. On July 24th a flight of the 99th Squadron, under the command of Lieut. Lyle S. Powell, was transferred to Dogneville, taking over the sector which had been occupied by the 285th Escadrille (French).

The first photographic mission of the 99th Squadron over the enemy lines was made on July 31st, when 24 exposures were taken, all successful, of different parts of the sector. Lieuts. Llewellyn and Hill, who were on protection on this mission, had a combat with a German airman flying an Albatross, but without result. On the afternoon of the same day another photographic mission by the same pilots resulted in 36 successful exposures being made.

Various other photographic, reconnaissance and other missions were made during the month of August, and information of great value obtained. Several planes of the Squadron were badly damaged by anti-aircraft fire. On one of the missions, flown by Lieut. Frank A. Llewellyn, with Lieut. R.H. Neel as observer, they were subjected to heavy fire from 15 anti-aircraft machine guns and several batteries of anti-aircraft artillery. The plane was struck by a number of machine gun bullets, one of which cut the rudder and elevator control wires and caused the rudder to jam. The broken control wire was held and operated by Lieut. Neel under the direction of the pilot. Operating the machine in this manner, the airmen continued their liaison work until the plane became unmanageable when, in spite of its damaged condition, they managed to bring it back safely to their airdrome. For this conspicuous service both airmen were awarded the Distinguished Service Cross.

On September 8th, the 99th Squadron moved to Souilly, Meuse, France, to work with the 5th Army Corps, 1st American Army. From September 7th to the 20th, the Squadron participated in the St. Mihiel Offensive. Planes bearing the insignia of the "Fighting Buffalo" were constantly in action until the cessation of hostilities.

ities on November 11, 1918. Lieuts. Clarence C. Kahle and Raymond C. Hill, members of the Squadron, were awarded the Distinguished Service Cross for extraordinary heroism in action when, in the course of a photographic mission, they were attacked by an enemy formation of nine planes. Lieut. Kahle put up a gallant fight against overwhelming odds, the protection planes being driven off by the enemy. Lieut. Hill, the observer, was shot through the heart, but Lieut. Kahle, by his pluck, determination, skill and courage brought back the plane and the photographs to the American lines.

Upon the return of the 99th Observation Squadron from overseas duty, it was for a brief space of time stationed at Hazelhurst Field, L.I., New York, and then transferred to Camp Alfred Vail, N.J.

During the latter part of 1919, the organization was transferred to Bolling Field, Anacostia, D.C., where it remained on duty until the latter part of April, 1927, when it was transferred to Kelly Field, San Antonio, Texas, for station. The Squadron remained at Kelly Field until August 1, 1927, when it was rendered inactive and the personnel thereof transferred to the 39th School Squadron, Kelly Field.

In reconstituting the 99th Observation Squadron at Mitchel Field, of the 132 men which will comprise its enlisted strength, 50 men will be sent there from Selfridge Field, Mt. Clemens, Mich.; 50 men from Scott Field, Belleville, Ill., and the remainder will be recruited at Mitchel Field. The Selfridge Field contingent will comprise one Master Sergeant, one Technical Sergeant, 3 Sergeants, 3 Corporals, 10 Privates, 1st Class, and 32 privates, while the only noncommissioned officer among the 50 men from Scott Field will be one Staff Sergeant.

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GRADUATING FLYING CADETS ASSIGNED TO ACTIVE DUTY

Of the 45 Flying Cadets, scheduled to graduate from the Advanced Flying School, Kelly Field, Texas, on or about October 26th, 42 have been recommended for assignment to active duty under their Reserve Commissions for the period November 1, 1928, to June 30, 1929, viz:

To Fort Crockett, Galveston, Texas:

2nd Lieut. Richard P. Sanders, Jr.
2nd Lieut. John Henry Williamson
2nd Lieut. Francis M. Zeigler
2nd Lieut. Charles W. Haas
2nd Lieut. Richard H. Lee

Lawton, Oklahoma.
Ninety Six, S.C.
Philadelphia, Pa.
Ocean Park, Calif.
Los Angeles, Calif.

To Rockwell Field, Coronado, Calif.

2nd Lieut. Stanley K. Robinson
2nd Lieut. Robert W. Stewart
2nd Lieut. Hugh L. Smith
2nd Lieut. Andrew F. Solter

Pasadena, Calif.
Salt Lake City, Utah.
Salt Lake City, Utah.
Los Angeles, Calif.

To Crissy Field, San Francisco, Calif.

2nd Lieut. Donald R. Lyon
2nd Lieut. George W. Hansen

Los Angeles, Calif.
Freewater, Oregon.

To Maxwell Field, Alabama.

2nd Lieut. Joseph B. Duckworth
2nd Lieut. Lindsay M. Bawser

Atlanta, Ga.
Atlanta, Ga.

To Fort Sam Houston, Texas.

2nd Lieut. Walter A. Fenander

Oakland, Calif.

To Mitchel Field, N.Y.

2nd Lieut. Roland O.S. Albre
2nd Lieut. Wm. R. Shephard
2nd Lieut. Clinton P. Warner
2nd Lieut. Charles D. Fator
2nd Lieut. Russell A. Cone

Beloit, Wisconsin.
Bardstown, Ky.
Renton, Washington.
San Antonio, Texas.
Champaign, Ill.

To Langley Field, Va.

2nd Lieut. Warren Higgins
2nd Lieut. Dean V. Johnson
2nd Lieut. Harry J. Osterman
2nd Lieut. Howard E. Hall
2nd Lieut. Emery J. Martin
2nd Lieut. Leland S. Stranathan
2nd Lieut. Walter R. Agee
2nd Lieut. Donald W. Duckman

Framingham, Mass.
Crete, Nebraska.
Oglesby, Ill.
Lamar, Colorado.
Columbus, Kansas.
Los Angeles, Calif.
Silver City, New Mexico.
Portland, Oregon.

To Selfridge Field, Mt. Clemens, Mich.

2nd Lieut. Aheldon D. Yoder
2nd Lieut. Aubrey L. Moore
2nd Lieut. William M. Morgan
2nd Lieut. John A. Winefordner
2nd Lieut. Homer L. Sanders
2nd Lieut. Robert K. Giovannoli
2nd Lieut. Andrew D. Knox
2nd Lieut. Robert K. Black
2nd Lieut. Max H. Warren
2nd Lieut. Kingston E. Tibbetts
2nd Lieut. Edward H. Underhill
2nd Lieut. Ralph C. Rhudy
2nd Lieut. Carl F. Theisen
2nd Lieut. Ernest K. Warburton

To Langley Field, Va.

2nd Lieut. William J. Crosswell

Not assigned to active duty.

Frederick P. Sansom
Alexis F. Dupont, Jr.
Blaine B. Newcom

Almont, Michigan.
Brady, Texas.
Marshall, Mo.
Zanesville, Ohio.
Houston, Texas.
Lexington, Ky.
St. Paul, Minn.
Long Island, N.Y.
Chicago, Ill.
Columbus, Ohio.
Brighton, Mass.
Galax, Utah.
Meridian, Conn.
Brighton, Mass.

Bonecia, Calif.

Hartford, Conn.
Wilmington, Del.
Wichita, Kansas.

But for the efficiency of the Army type parachute, this particular class of students would have numbered but 42, as three of the graduates, Flying Cadets William E. Shephard, William J. Crosswell and Sheldon B. Yoder, are members of the famed mythical Caterpillar Club, jumping with their parachutes from disabled aircraft during flight and reaching the ground safely.

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CHIEF OF STAFF VISITS BROOKS FIELD

All the personnel of Brooks Field, San Antonio, Texas, turned out on Oct. 12th to pay their respects to Major-General Charles P. Summerall, Chief of Staff, and Brig. General Frank Parker, Assistant Chief of Staff in charge of operations for the Army. Accompanied by Brigadier-General Albert J. Bowley, commanding the 8th Corps Area and the Second Division; Brigadier-General Frank P. Lahn, Commanding General of the Air Corps Training Center; Major J.A. Hoag, Assistant Chief of Staff of the Second Division; and Major S.W. Fitzgerald, Commanding Officer of Brooks Field, the officers visited Brooks Field after witnessing the air maneuvers at Kelly Field. They were interested spectators when a machine gun crew of six men were dropped from planes with parachutes.

A few seconds later another parachute opened from a Martin Bomber and a machine gun floated to the earth. The crew secured the gun as it reached the ground and had it set up and firing within three minutes. The maneuver was staged for the purpose of showing the feasibility of landing ground troops quickly from planes, and General Summerall expressed himself as highly pleased with the exhibition.

Enlisted men making the jump from the planes were: Privates Loreain Tolle, Theodore Miller, Myron A. Lamparty, Homer P. Brensford, Robert W. Stevens, and Alfred P. LeFay. Miller came down in a patch of cactus and Tolle's parachute caught in telephone wires near the hangar line. No injuries resulted, however.

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BROOKS FIELD ENTERTAINS AMERICAN LEGION DELEGATES

Along with the rest of the United States Army in San Antonio and vicinity, Brooks Field was the scene of animated activity from Monday, October 8th, until Saturday, October 13th. The American Legion held its Tenth Annual Convention in San Antonio during that time, and Brooks Field did its share of entertaining and directing the visitors to the field.

The dirigible "Los Angeles", the pride of the Navy, with a crew of 40 officers and men under command of Lieut. Commander H.V. Wiley, paid a brief visit to San Antonio Monday morning and circled the city and surrounding Army camps and flying fields before tilting her nose in the air again and sailing off into the clouds northward to Fort Worth. The visit here was an official call to the American Legion Convention, but lack of a mooring mast prevented the landing of

the dirigible.

The Army semi-rigid dirigible RS-1, from Scott Field, Ill., landed at Brooks Field at about 9:30 a.m., October 10th. The big airship carried a crew of 16 officers and men, under the command of Captain William E. Kepner, and made the 1,000-mile trip via Memphis, Tenn., and Shreveport, La., after leaving Scott Field at 8:38 a.m., October 9th. The ship was placed in the balloon hangar with the aid of practically the entire enlisted personnel of Brooks Field, and was again in the air to take part in the air maneuvers over Kelly Field and Brooks Field on the morning of October 12th. The RS-1 took off for its home station at 11:35 a.m. October 15th.

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SEA SLEDS PROVE WORTH IN THE EMERGENCY

A report was just received from the Commanding Officer of Langley Field, Va., describing the prompt measures taken to effect the rescue of two Army airmen who had crashed in the water.

Second Lieut. W.F. Haldeman, Air Reserve, as observer, and 1st Lieut. Charles W. Carneal, Air Reserve, as pilot, in a DH-4 airplane, were recently engaged in aerial gunnery on the range on Willoughby Point. They had just completed a run and were turning for another run when the plane side-slipped and struck the water. The blow was so severe as to wreck both wings and the plane sank immediately. Fortunately, the water was not deep enough to completely submerge Lieut. Carneal, his head remaining above water. Although somewhat stunned, Lieut. Carneal quickly released his safety belt and brought Lieut. Haldeman to the surface and held him above water until help arrived. Lieut. Haldeman was completely submerged and unconscious, and but for Lieut. Carneal's prompt action would have been drowned. Lieut. Carneal stated that after he had raised Lieut. Haldeman's head above the surface of the water, it seemed a matter of seconds rather than minutes before rescue boats reached him.

Captain Douglas Johnston, Air Corps, in a TC Airship overhead, saw the crash, and almost immediately afterward saw two sea sleds approaching, one from Willoughby Point and one from the boathouse. The crash occurred in Back River, approximately three-quarters of a mile from Willoughby Point and nearly two miles from the boathouse.

Outboard dinghy No. 2 was at the time on station off Willoughby Point, and Sea sled No. 1 on alert duty at the boathouse. Both started promptly at the alarm, the dinghy being somewhat delayed because of motor trouble. A soldier from the 19th Airship Company, Private M.C. Eckert, was in a rowboat several hundred yards from the scene of the accident. He immediately rowed to the wrecked airplane and arrived there approximately thirty seconds before Sea sled No. 1. At about the same time a civilian in a rowboat also reached the wreck. Eckert placed his rowboat alongside the fuselage of the wrecked airplane and Sea sled No. 1 was maneuvered so that it would be possible to take the personnel from the airplane through the rowboat directly into the cockpit of the Sea sled. The civilian in the rowboat offered assistance, but as military personnel were on the spot, his assistance was not necessary.

The Commanding Officer of Langley Field states that the fact that rowboats were present in this particular instance does not in any way lower the value of the sea sleds as necessary life-saving equipment, inasmuch as this was a coincidence which could not be expected to happen except occasionally. Over sixty per cent of the area within ten miles of Langley Field is water or marsh. To insure maximum provision for rescue, the life boat equipment is assigned to various stations during flying hours to cover the different areas over which various types of flying is carried out. The Operations Officer assigns these flying regions and also assigns the life boats to the particular stations in order to cover the area. Insofar as the available equipment permits, life boats are habitually assigned to stations so located as to insure two stations being within three miles of a forced landing on the water, either by airplane or by parachute. The degree of efficiency expected of the system is that in case an airman is forced to take to his parachute, at least one life boat will be on hand at the time and place the man in the parachute reaches the water.

BIRDS ENDANGER NIGHT FLYING ARMY PILOTS

Neither the residents of Washington who recently witnessed the beautiful spectacle of three brilliantly illuminated airplanes flying in formation over the city nor the airmen themselves realized that there was any danger connected with the nightly excursions of these planes into the upper air regions.

During the wind-up of the formation flying on Saturday night, in connection with the Carnival at the Army War College for the benefit of the Army Relief Fund, an incident occurred which gave the three Army pilots some anxious moments. The airplane formation ran afoul of another formation - a flock of birds which the pilots judged to be wild ducks, being unable to discern them clearly because of the blinding glare of the searchlights playing over the planes. One of the birds collided with a wheel of the plane piloted by Captain Ross G. Hoyt and started it spinning violently. Feathers were noted flying in all directions.

For the next two or three minutes thereafter the airmen passed through these bird formations at irregular intervals, and they maneuvered as rapidly as possible away from the glare of the multi-colored searchlights which they believed had served to attract the birds, feeling greatly relieved when the feathered tribes were finally left behind. Had one or more of the birds struck the propeller of any of the planes, serious consequences might have followed, for in that event there would have been a likelihood of the motor becoming unseated and seriously damaged, necessitating a forced landing.

The airplanes used on these night formation flights were the O-1 observation type, and they were flown on four consecutive nights, the participating pilots being Captains H.M. McClelland, Ross G. Hoyt, Lieuts. James N. Peyton and Newton Longfellow. The last named officer flew on two of the nights in place of Captain Hoyt.

The flights were made at an altitude of about 3,500 feet. The airplanes were illuminated by innumerable automobile tail lights, arranged in a special circuit and fed by the regular ignition battery.

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SUPPLY AND ENGINEERING CONFERENCE AT WRIGHT FIELD

Some sixty officers, representing generally one supply and one engineering officer from each of a number of designated Air Corps fields throughout the country; four officers from the Office Chief of Air Corps, representing the Finance, Training, War Plans and Inspection Divisions; and officers from the engineering sections of the Materiel Division, congregated at Wright Field for the annual Engineering and Supply Conference, which convened at noon of October 16th and closed on October 18th at 4:30 p.m. A dinner dance was given on the night of the closing day in honor of the visiting officers.

The program, which was in charge of Lieut. Martenstein, arranged for definite time schedules. On October 16th, one p.m., the conference was opened in the Wright Field auditorium by Major Fickel, who is acting Chief of the Materiel Division during General Gillmore's absence in Europe. Talks by heads of the various sections of the Materiel Division followed. During the forenoon of October 17th, the officers visited with the various branches of the Experimental Engineering Section. In the afternoon of the 17th and the morning of the 18th, discussion of the various engineering and supply topics on which the officers were directed to come prepared was held in the main conference room. These subjects embraced various maintenance and installation problems of airplane parts, armament, engines, generators, parachutes, propellers, clothing, rubber goods, and field and station equipment. Air Corps publications and methods of distribution were also discussed.

As usual, this pooling of experience was of great value in solving many problems and made for clearer understanding and better cooperation throughout the service.

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FLYING COMMISSARY IN CANAL ZONE

The 7th Observation Squadron, France Field, Panama Canal Zone, now has a flying commissary in its hangar, same being an Amphibian used for ferrying commissary supplies, including ice, to the detachment on duty as Target Detail on

Largo Remo Island.

Due to the excessive humidity at the reef and on the island where this detachment is stationed, soft bread molds over night, and the ever present salt spray corrodes tin cans and makes it practically impossible to keep a week's supply of rations in camp. It is therefore necessary to send rations to the camp every other day, and until suitable boats are obtained amphibians are doing the work. The plane lands near the shore and the commissaries are transported from plane to the beach by small boat.

The detail is maintained at Largo Remo Island for the purpose of handling the large floating targets used for aircraft machine gun practice.

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BARGE USED FOR BOMBING PRACTICE

The Panama Canal recently donated a large barge, formerly used as a horse barge, to the Air Corps for a bombing target. In order to do the bombing with live bombs at a safe distance from the canal, the barge was towed to the southwestern edge of Gatun Lake, and the 25th Bombardment Squadron, France Field, attempted to sink it by formation bombing. The formation consisted of three NBS-1's, piloted by Lieuts. A.E. Jones, Davidson and Howard. The bombers were Lieuts. Lewis, Souza and Zane. The bombing was done at an altitude of 6,000 feet and the results were considered very good in view of the fact that it was very cloudy and the bombers were compelled to do their bombing through small holes in the clouds. The bombs used were 100 and 300-lb. types and, although no direct hits were registered, the bombs were dropped closely alongside the target.

After the Bombardment Squadron finished the bombing, the Pursuiters took off with 50-lb. bombs for their turn. This resulted in two direct hits, sinking the boat.

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SOME DOPE ON THE 88th OBSERVATION SQUADRON

The 88th Observation Squadron, recently reconstituted at Post Field, Fort Sill, Okla., was at the time of its organization designated as a Corps Observation Squadron. It was assigned to the First Corps on May 29, 1918, and on June 1st reached the front at Toul. It was engaged in the operations in Toul Sector and at Chateau Thierry, St. Mihiel and the Argonne-Meuse first and second offensives.

This Squadron accomplished many reconnaissance missions over the lines, taking pictures, locating machine gun nests and batteries and gathering military information of the greatest value. It received official credit for four enemy planes brought down. The Squadron suffered 14 casualties, consisting of six killed and eight wounded.

At the conclusion of the War the Squadron was returned to Langley Field, Va., and from there proceeded to Camp Knox, Ky., for a stay of approximately four years. From there the Squadron was sent to Wright Field, Ohio, for a stay of almost five years.

From the time the Squadron was returned to the States to the time of leaving Wright Field, it was engaged in the training of Reserve officers, carrying out missions in connection with line organizations, Air Corps tactical maneuvers, and routine work with the Fairfield Air Depot in the overhaul and assembly of Air Corps planes. The Squadron also took an active part in the conducting of the International Air Races at Wright Field, Ohio.

On May 4, 1927, the 88th was ordered to Brooks Field, Texas, under the provision of the Air Corps five-year expansion program.

On August 1, 1927, all members of the 88th Squadron were transferred to and organized as the 51st School Squadron, Air Corps. The work of the Squadron under the new designation consisted of assisting in the training of future Air Corps officers and cadets. In this connection, the Squadron has operated "A" stage at Brooks Field with an efficiency that is a credit to any organization in the Air Corps.

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TRAINING AT THE AIR CORPS TECHNICAL SCHOOL

At the present time three enlisted classes, comprising 51 students, are undergoing instruction in the Photographic Department of the Air Corps Technical School

at Chamute Field, Rantoul, Ill. In the Communications Department a class of 17 enlisted men started the course of instruction on September 4th. One class graduated on October 12th. During September five classes of enlisted men were undergoing instruction in this Department. In the Department of Mechanics the courses are all filled to capacity. It will be possible to handle larger classes as soon as the machinery now on hand is installed and additional airplanes are received.

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LARGE REFUELING TRUCK TESTED AT WRIGHT FIELD

By A.M. Jacobs

That the Air Corps has need of equipment less picturesque than that which leaves the ground in flight, but necessary to the smooth running of the modern airdrome is, now and then, through the conducting of a test or the issuing of a report, brought to proper notice. For some time there have been on the drafting tables in the corner of the Equipment Branch dedicated to transportation projects at Wright Field, sketches of huge trucks with all sorts of unusual-looking equipment. Those, it was revealed, concerned a heavy duty refueling unit and a wrecking truck under development for standard Air Corps use. On September 8th last the first test was run on a new heavy-duty refueling unit or service truck.

This is the largest truck the Air Corps has ever possessed, having a capacity of 1200 gallons of gasoline and 100 gallons each of oil and water which may be heated by exhaust coils installed in those tanks. The largest amount of gasoline ever carried in any previous standard type truck is 350 gallons. The truck has air compressor, power, and hand-operated pumps, a filter, and meters. It is estimated that three planes, each requiring 300 gallons of gasoline, 30 gallons of oil, 25 gallons of water, and air for the tires can be serviced with one of these units in 24 minutes.

Servicing is accomplished by filling the truck's gasoline and oil tanks from the storage tanks, and the water tanks from whatever source is available. The truck is then run out to the airplane, and the gasoline, oil and water is forced into the plane's tanks through hose lines either by air pressure, power pump, or hand pump. Air supplied by the air compressor, driven by the truck engine, is stored in a tank for filling tires. Gasoline or oil may be pumped directly into the truck from the field's storage tanks, or pipe lines from the tanks may be installed to some convenient point on the field. All valves for operating the various systems are grouped, and full instructions for operating them are engraved on brass plates. An enclosed rack for carrying the hose is provided on one side of the unit, with a similar compartment for carrying other miscellaneous equipment on the other side.

The chassis, a Coleman six-wheeled type, is provided with 42 by 9 pneumatic tires all round. The old large trucks have always been hard to steer. This new truck drives very easily through all six wheels. Air brakes connect with the four rear wheels and an emergency hand brake operates on the drive shaft. Mr. W.E. Huffman, in charge of transportation development at Wright Field, accompanied the truck on its first test from Kansas City to Scott Field, Belleville, Ill. After driving 65 miles it was found that both rear left tires were down. Examination revealed that the valve cores had become loosened, allowing the air to escape. When repairs were made the journey was resumed.

Scott Field was reached without further difficulty, the top speed being 45 to fifty m.p.h., the average speed 25 m.p.h. Several leaks through the system were discovered on arrival, and these were repaired, the joints tightened, and further tests made by driving the unit over rough roads. When it was certain that all equipment was functioning properly, the unit was turned over to Scott Field for service testing. Later, it will be driven to the Materiel Division, whether further tests will be conducted, sending it on to Kelly Field Inter. This truck, it is expected, will greatly facilitate the servicing of all planes, but it will be most convenient for the larger types, such as the cargo and bombing planes.

The wrecking truck in contemplation will be built on the same type six-wheel chassis as the servicing truck, but the body has installed a hand-operated crane for loading heavy equipment or changing engines, with a capacity of two tons. This truck will be 18 feet long, 7 feet wide, and have a capacity of five tons. It will be used for transporting new and wrecked airplanes and as a cargo truck for carrying large quantities of gasoline and oil in drums. It will be required to

operate on unlimited cross-country missions in reaching the scene of crashes. One complete airplane (observation), or either the wings or fuselage of a bombing plane may be mounted on it. This will prove an important piece of field equipment either for war or peace-time purposes.

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ARMY AND NAVY AIR FORCES IN COMBINED AERIAL REVIEW

For the first time in the history of aeronautics in the Canal Zone, the Army and Navy Air Services combined their forces for an aerial review and formation flying at France Field recently. A practice aerial review and combined formation flight, was held on the day prior to the departure from the Canal Zone of Governor Walker, and on the following day an aerial review and formation flight in his honor.

The following letter of commendation, addressed to the Commanding Officer of France Field, Panama Canal Zone, was received from the Headquarters of the Panama Canal Department, relative to the above review and formation:

"The Department Commander received today a letter from Governor Meriwether L. Walker, of the Panama Canal, in which he expressed his admiration of the ceremony with which he was honored on the occasion of his departure from the Isthmus, and his commendations of the impressive aerial demonstration given in his honor.

It is a source of great satisfaction to the Department Commander to know that the ceremonies, including the aerial demonstration, was of such excellence as to merit the highly complimentary remarks from so eminent an authority as Governor Walker."

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DEATH OF LIEUT. WILLIAM L. CORNELIUS, A.C.

Second Lieut. William L. Cornelius, Air Corps, 95th Pursuit Squadron, Rockwell Field, followed his buddy "Musketeer", the late 2nd Lieut. John J. Williams, Air Corps, into the Great Unknown on September 25th last.

Lieut. Cornelius met his death instantly in a crash resulting from a mid-air collision with another PW-9D airplane, flown by 2nd Lieut. Roger V. Williams, Air Reserve. The two planes came together over Rockwell Field, as the Squadron went into a "Luffberry Circle" preparatory to landing. Lieut. Williams got clear of the falling wreckage and his parachute opened less than 200 feet above the ground. The collision occurred at an altitude of 1200 feet. The pilot chute of Lieut. Cornelius' plane caught on the instrument board of his plane and the big chute was pulled out of the pack.

The sole survivor of the Army's famous "Three Musketeers of the Air" - 2nd Lieut. I.A. Woodring - escorted the body of the dead flyer to the family home at Antlers, Oklahoma. Military burial was made at Fort Smith, Arkansas. Appropriate funeral services were held in San Diego prior to departure by train.

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DURATION FLIGHT AT ROCKWELL FIELD

William Brock and Edward Schlee, in a Bellanca Monoplane, took off from Rockwell Field on Saturday, September 29th, in an attempt to break the world's endurance flight record. After 59 hours, 19 minutes and 15 seconds in the air, they were forced to land due to a leaking valve in the main fuel tank. Although they fell seven hours short of making a new world mark, they smashed the American record of E.A. Stinson and G.W. Haldeman by six hours. Messrs. Brock and Schlee announced after landing that they would take the air again for another attempt at the world mark.

On October 17th the National Aeronautic Association announced that the contest committee had placed its stamp of approval on the above flight, officially recognizing it as a new American airplane endurance record. The record was made under Class C for airplanes, returning to point of departure without refueling. The Bellanca plane was powered with a 220 h.p. Wright Whirlwind engine.

The record of Messrs. Stinson and Haldeman, made at Jacksonville, Fla., March 28, 29 and 30th, was 53 hours, 36 minutes and 30 seconds. They piloted a Stinson-Detroiter plane, also equipped with a 220 h.p. Wright Whirlwind engine.

CATERPILLAR CLUB ROSTER ONE SHY OF CENTURY MARK

Three more members have been added to the roster of the Caterpillar Club since the last issue of the News Letter, at which time the score stood at 96 members and 101 emergency life-saving jumps. The candidates who were recently declared good-standing members of this famed mythical organization are listed below, as follows:

<u>Date</u>	<u>Name</u>	<u>Place</u>
Sept. 14, 1928	2nd Lt. E.W. Pennington, Air Res.	Fresno, Texas.
Sept. 14, 1928	Private J. S. Wilson, Air Corps	Fresno, Texas
October 21, 1928	Major Floyd E. Evans, Nat'l Guard	Detroit, Mich.

Lieut. Pennington, stationed at Fort Crockett, Galveston, Texas, was flying a Curtiss A-3 airplane on a cross-country trip, with Private J.S. Wilson as passenger. When one and one-half miles west of Fresno, Texas, the pilot encountered a terrific rain and wind storm while flying in a cloud at 7,000 feet.

"The ship became uncontrollable and went into a spin," Lieut. Pennington stated. "It made about two turns and came out, then went into another. I was handicapped by not having an air speed indicator and the fact that I was blinded by the rain. As the ship was nearing the ground rapidly, I realized my mechanic and I had to leave the ship that we might save our lives, which we did by jumping overboard and pulling the ripcord of our chutes. Could not leave the ship headfirst due to air pressure. Put left leg over side of cockpit and rolled out, passing underneath the tail surfaces.

My first act on leaving the ship was frantically trying to find my rip cord, which I finally managed to do, then I felt a sudden jerk and I realized my chute had opened. As I came to the ground, which I could see dimly at about 200 feet, I was drifting into a clump of large oak trees. Managed to miss them by slipping the chute, but landed on a barbed wire fence. After landing I was frantic, thinking my mechanic had been killed, but found him unhurt standing by the ship, having made a successful parachute jump, too.

Wind on surface was blowing approximately fifteen miles per hour. The rain was coming down in torrents.

Bruises and scratches about the face and body due to landing on a barbed wire fence and being dragged on the ground by the chute. Swollen ankles due to the force of hitting the ground."

Major Floyd E. Evans, Michigan National Guard Air Service, was piloting an AT-1 plane, with 2nd Lieut. Edward C. Snell, Infantry, National Guard, as passenger. While performing a roll at 2,000 feet, the upper right wing collapsed. Major Evans jumped from the disabled airplane with his parachute and reached the ground safely. He had ordered his passenger to jump, but for some unknown reason the latter failed to do so and paid the penalty with his life. The detailed account of this accident has not yet been received.

In the previous issue of the News Letter, Oct. 8th, Flying Cadet Sheldon C. Yoder was mentioned as having joined the Caterpillar Club. A detailed account of this parachute jump was recently received, and same is quoted below, as follows:

"On September 14, 1928, at about 8:45 a.m., I was flying solo in No. 3 position of a 3-ship V-type formation of DH4M2 planes, headed west at about 7,000 feet, approximately three miles northeast of Castroville, for the purpose of giving pursuit students training in the attack of a formation of observation planes - the pursuit formations attacking from an altitude of 9,000 feet.

I was flying DH4M2 No. 85. We were flying straight and level at the time of the crash. I was watching the leader very closely to see his signal for a turn, as it was understood that we would turn when the pursuit formations dived down out of the sun. There was a loud crash and jar. It seemed to me as if the motor had torn itself to pieces and come loose from its base on account of the crankshaft breaking, or some such similar cause. It was all a mass of wreckage and the engine cowling on both sides spread open. I learned afterwards that the pursuit formation of six planes had dived from about 9,000 feet, the first unit of three led by Cadet Testevin diving below and coming up underneath. Testevin's plane, AT-4 No. 13, hit just at the rear of my motor, from below, at a very steep angle. I had no idea that the pursuit formation had started their dive, as we had not started our turn. We were flying about 70 miles per hour. I had noticed that my motor was running at a little less than 1300 r.p.m. a few seconds before the crash, and it was the same throttle setting when the crash occurred. The motor of my plane seemed to jump on its base and tear itself to pieces and I thought that the crash and jar was from that cause,

though it seemed pretty severe. I could see nothing of Tostevin's plane. My plane immediately went out of control and went into a slow diving spin to the left.

Realizing that there was absolutely no chance of bringing my plane down, I unbuckled my safety belt and stood up in the cockpit. Putting my left foot on the seat and helping with my hands on the edge of the cockpit, I threw myself out the left side toward the inside of the spin. The force of the wind, combined with the centrifugal force of the spin, threw me upside down into the rear cockpit as soon as I left the front one, with the back of my shoulders on the seat and my legs hooked over the left side of the cockpit. I pulled myself out of the rear cockpit and shoved away from the plane on the left side. The tail seemed to swing away from me due to the spin, and I pulled my rip cord when I saw that I wasn't going to hit it. The parachute opened almost instantly. As soon as the parachute had opened and I had pulled the seat under me I looked down to see my plane. It appeared to be about 500 feet below me at that time. It looked as if it were only one plane, and it still looked like one plane when it hit the ground. The wreckage did not burn. It stopped spinning at what appeared to me to be about 2,000 or 3,000 feet from the ground.

I would judge that my plane had fallen about 2,000 feet before I finally got clear. My parachute, an Irving seat type, oscillated from about 4,000 feet to about 2,000 feet, but I was never swinging in an arc of more than 6 or 8 feet. I landed in an open space in the mesquite, facing down wind, and was going forward. As I had to slip the chute in order to hit the open space I was not traveling forward fast enough to hit on my face. I landed on my feet with just enough force to cause me to fall slightly forward and to my left side. The parachute collapsed and lay on the ground in front of me. I sustained no injury whatever.

I rolled my parachute and harness up and walked in the direction of where I had seen my plane hit the ground, which was toward the Castroville Road, less than a mile away to the south. It was a little over a half mile to the wreckage from where I landed. The first intimation I had that another plane had hit mine was when I saw the two motors in the wreckage.

The weather was excellent, with a surface wind of about 12 miles per hour from the southeast at the time of the jump.

I knew when I saw the motor go to pieces that I would have to jump. I did not think of the actual jumping, as my main thought was to get clear of the plane. I thought nothing about whether or not my parachute would open until it was already open. On the way down my main reaction was a feeling of relief at being safe and wondering where I would land in the mesquite. My reaction after the jump was surprise at there being two planes in the wreckage, and wondering who had been in the other plane. I could hardly believe that he had not jumped and come down without anyone seeing him, when we did not find his body in the wreckage. His body was found about 200 yards from the wreckage."

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PRACTICE PARACHUTE JUMPS AT BROOKS FIELD

The Brooks Field parachute department, headed by 2nd Lieut. Linwood P. Hudson, with Master Sergeant Erwin H. Nichols as his assistant, has had more than its share of activity since the beginning of the summer. Since June last the department has jumped 93 men, most of them being made from DH-4's flying in 7-ship formations. This is an exceptional record under any circumstances, and more so since there have been no worse casualties than a couple of cracked leg bones. Privates William H. Hays and E.W. Owens each cracked up a leg in landing, but these accidents are in no way the fault of the parachute department. The men failed to follow instructions and landed sideways with their legs crossed.

Seven more jumps and Master Sergeant Nichols will have established a record of having supervised one thousand chute jumps without a single serious accident.

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NEW OFFICERS FOR THE AIR CORPS

The number of commissioned airplane pilots in the Army Air Corps has been augmented by the addition of 18 graduates from the Advanced Flying School, Kelly Field, Texas, who finished their training on October 26th and received the

rating of airplane pilot. War Department orders, recently issued, assigned these new Air Corps officers to duty at the following flying fields:

To Mitchel Field, Long Island, N.Y.

2nd Lieut. Robert L. Easton (Inf.)

To Selfridge Field, Mt. Clemens, Mich.:

2nd Lieut. John C. Crosthwaite (Cav.)

2nd Lieut. James D. Curtis (C.A.C.)

2nd Lieut. Orrin L. Grover (C.A.C.)

2nd Lieut. Charles A. Harrington, (C.E.)

2nd Lieut. Neil B. Harding, (Inf.)

2nd Lieut. Fay R. Upthegrove, (Inf.)

To Maxwell Field, Montgomery, Ala.:

2nd Lieut. George W. McGregor, (F.A.)

To Langley Field, Va.

2nd Lieut. Marvin M. Burnside, (C.A.C.)

2nd Lieut. Maurice F. Daly, (F.A.)

2nd Lieut. David M. Hackman, (Inf.)

2nd Lieut. Marion Huggins, (Inf.)

2nd Lieut. Ernest G. Schmidt, (Inf.)

To Fort Sam Houston, Texas:

2nd Lieut. Milton M. Townner, (F.A.)

To Marshall Field, Fort Riley, Kansas:

2nd Lieut. Bernard C. Rose, (Inf.)

To Fort Crockett, Galveston, Texas:

2nd Lieut. Julius T. Flock, (Sig. Corps)

2nd Lieut. Walter S. Lee, (Inf.)

To Crissy Field, Presidio of San Francisco, Calif.:

2nd Lieut. Joseph Smith, (Cav.)

With three exceptions (Lieuts. Crosthwaite, Burnside and Lee) the officers listed above graduated from the United States Military Academy, West Point, N.Y. with the June, 1927, class, and started their flying training at the Primary Flying School, Brooks Field, Texas, on November 1, 1927.

Lieuts. Crosthwaite, Burnside and Lee were commissioned in the Army from civil life, but started their flying training at the same time as the West Point graduates.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Major H.C.K. Mhlenberg from University of Washington, Seattle, Wash., to Fort Hayes, Columbus, Ohio, for duty as Air Officer.

Major Delos C. Emmons from Office Chief of Air Corps to duty in Office of Assistant Secretary of War.

1st Lieut. Solomon L. Van Meter, Mitchel Field, to Walter Reed General Hospital for observation and treatment.

1st Lieut. John R. Drumm, Langley Field, Va., to Kelly Field, Texas.

1st Lieut. Julian B. Haddon, Selfridge Field, to Wright Field, Dayton, O.

1st Lieut. Walter D. Baie, Scott Field, Ill., to Langley Field, Va.

1st Lieut. Joseph Smith, Kelly Field, to duty in Hawaiian Department, sailing from San Francisco on or about March 9, 1929.

1st Lieut. David W. Goodrich to Bolling Field upon completion of tour of duty in Hawaiian Department.

1st Lieut. John M. Davies, Chamute Field, to Panama Canal Zone, sailing from New York about June 6, 1929.

1st Lieut. Levi L. Beery, Kelly Field, to Wright Field, O.

Orders for date of sailing for Panama Canal Zone of 1st Lieuts. James M. FitzMaurice and James A. Healy amended from Nov. 28, 1928, to June 6, 1929.

1st Lieut. Robert H. Finley, Kelly Field, Texas, to Chamute Field, Ill.

1st Lieut. Emile T. Kennedy, Langley Field, Va., to Sand Point, Seattle, Wash., for duty with Organized Reserves, 9th Corps Area.

1st Lieut. Perry Wainer, Chamute Field, Ill., to Kelly Field, Texas.

2nd Lieut. Joel G. O'Neal, Middletown Air Depot, Pa., to Air Corps Technical School, Chamute Field, Ill., for course of instruction in maintenance engineering.

2nd Lieut. Otto Wienecke, Scott Field, Ill., to Langley Field, Va.

2nd Lieut. Harry P. Bissell, Mitchel Field, to Fort Leavenworth, Kansas, for duty with Air Corps detachment.

Promotions: Major Gerald C. Brant to Lieut.-Colonel, rank Sept. 27, 1928.

Lieut.-Colonel Charles H. Danforth to Colonel, rank from October 2, 1928.

2nd Lieut. Edgar M. Fogelsonger to 1st Lieut., rank from Sept. 21, 1928.

2nd Lieut. Herbert E. Baisley to 1st Lieut., rank from Sept. 25, 1928.

Transferred to the Air Corps: 2nd Lieut. Rogers A. Gardner, Sept. 13, 1928, with rank from June 12, 1925. (Cavalry)

2nd Lieut. Myrle G. Johnson, Cavalry, October 13, rank from July 3, 1923.

1st Lieut. Augustine F. Shea, Field Art., Oct. 3, rank from Sept. 2, 1923.

Detailled to Air Corps, and to Primary Flying School, Brooks Field, March 1, 1929:

1st Lieut. Louis J. Tatom, Signal Corps.

2nd Lieut. Donald C. Hawkins, Corps Engineers.

2nd Lieut. John H. McCormick, Signal Corps.

2nd Lieut. Arthur A.G. Kirchhoff, Corps of Engineers.

1st Lieut. James L. Welchel, Corps of Engineers.

2nd Lieut. Carroll M. Pearce, Infantry.

2nd Lieut. Frederick Funston, Jr.,

Assignments:

Major Leo A. Walton as Assistant Commandant, Primary Flying School, March Field, Calif.

Reserve Officers relieved from extended active duty:

2nd Lieut. Cameron T. Robertson, Selfridge Field, Mich.

1st Lieut. Raymond J. Little, Crissy Field, Calif.

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PRIMARY FLYING SCHOOL GRADUATES TRANSFERRED TO KELLY FIELD

A total of 85 Flying Cadets are scheduled to start the advanced course of flying training at Kelly Field, Texas, on November 1st. Of the above total, 39 Cadets graduated from the Primary Flying School at Brooks Field, San Antonio, Texas, and the remaining 48 from the Primary Flying School at March Field, Riverside, Calif.

The names of the Cadets now entering upon the last four months of training and who, upon graduation next March, will receive commissions as 2nd Lieutenant in the Air Corps Reserve, are listed below, as follows:

From Brooks Field Primary School

Edward H. Alexander

Charles W. Alverson

Frank Armstrong

Al Nugier Booth

Leon R. Brownfield

Spencer Callaway

William T. Colman

Richard V. Conover

William G. Davis

Edwin M. Day

Edwin A. Dietel

Marl Estes

Flint Garrison, Jr.

Chester P. Gilger

Charles Weston Goode

Dudley D. Hale

Hans T.E. Hertzberg

Paul M. Jacobs

Garland M. Lasater

Nicholas A. Laurenzana

William L. Lee

James W. McCauley

William A. Matheny

Wm. H. Maverick

Thomas L. Mosley

Jack H. Neale

John L. Nedwed

Charles F. Scott

Florin W. Shade

Morley F. Slaght

W. D. Slingerland

Wm. P. Sloan

Thomas R. Starratt

Paul R. Sutherland

Millard F. Tindall

Edwin Lee Tucker

Reginald F.C. Vance

Byron S. Warner

Lude G. Wilkens

From March Field Primary School

Milton H. Anderson

Ramon R. Arias

Albert Boyd

Kenneth C. Brown

Otis F. Bryan

John H. Bundy

Harry E. Campbell

Wm. M. Campbell

Sam W. Cheyney

Robert H. Clarke

Richard I. Dugan

Glenn T. Fields

Harley Ray Grater

David D. Graves

Herbert L. Grills

Haywood S. Hansell, Jr.

Harry J. Zimmerman

Leonard F. Harman

John S. Harvey

Melvin S. Hollidge

Ivan D. Houston

Noble G. Hueter

Harry H. Jones

John P. Kenny

George F. Kinzie

Durward O. Lowry

Trenholm J. Meyer

Allen J. Mickle

Ralph A. Murphy

Hugh G. Nicholson, Jr.

Lewis R. Parker

George H. Pfeuffer

Wesley F. Phillippi

Thomas S. Power

Raymond W. Frank

Horace J. Reid

Clarence K. Roath

James A. Ronin

Harry A. Saunders

Samuel R. Spiker

Richard B. Stith

John W. Thomas, Jr.

James H. Wallace

Robert M. Wilson

Raymond L. Winn

Jack W. Wood

V-5842, A.C.



Holy CATS! (or words to that effect)
Where were them Wheels?

NOTES FROM AIR CORPS FIELDS

Wright Field, Dayton, Ohio, October 15.

September saw the departure of Lieut. Clarence Crumrine from the Field Service Section and the Materiel Division bound for the Hawaiian Islands. Just after his departure, the announcement came through of the award of the Distinguished Flying Cross to the pilots of the Alaskan Flight of 1920, of which Lieut. Crumrine was one. We were sorry the presentation could not take place in the Wright Field Auditorium with all the Wright Fielders heartily applauding.

Word comes from General Gillmore that he and Mrs. Gillmore are enjoying extremely their sojourn abroad. They have had wonderful weather ever since leaving Dayton, the General writes, which certainly is no small factor in the enjoyment of travel in any country.

Lieut. Donald S. Burns, E.C., who has been a valued member of the Materiel Division in charge of aerial mapping work since 1924, left on August 1st for Houghton, Michigan, where at the Michigan College of Mining and Technology he will be in charge of courses for R.O.T.C. students. He will be greatly missed. Lieut. B.C. Hill will take Lieut. Burns' place in the Aerial Mapping Unit.

Lieut. James T. Hutchinson, veteran of the Flight Test Branch, is due to sail on December 28th for three years in Hawaii. "Hutch's" departure will leave Lieut. Amis the only remaining member of the old 1926 group of test pilots who served with Lieut. Barksdale as chief. Lieut. Moffat left on September 1st for Hawaiian service, and Lieut. Doolittle on September 25th for Mitchel Field, where he is to be engaged in research work for the Guggenheim Fund in connection with equipment for fog flying. Thus do flying crowds scatter. Others of that well-remembered force are Lieut. Harry Johnson, now at Selfridge Field; Lieut. John A. Macready, now with the Frigidaire Corporation, Dayton, Ohio; "Logie" Meister, now General Manager of Buhl Airplane Company; Ralph Lockwood, now Chief Engineer of the Fairchild Aircraft Corporation; and Lieut. G.P. Tourtellot, now with the Air Corps Engineering School as student.

Lieut. Gene Batten, who has been serving as test observer at Wright Field recently, was transferred to Rockwell Field. He made the trip by water, sailing on the transport leaving New York on October 9th.

It is good news to hear that Lieut. Bruner, who for the past two years has been serving in the Philippine Islands, is soon to return to Wright Field. Lt. Bruner was formerly in charge of the development of night flying equipment. Lt. John D. Corkille, who is remembered as being stationed at McCook Field for a short time in connection with the 1924 air races, is also to report to Wright Field at the expiration of his Philippine service.

Captain and Mrs. C.F. Wheeler returned to Dayton in September after an absence of five years. In 1922-23, Captain Wheeler served at McCook Field as Supply Officer. Since then he has seen foreign service in the Hawaiian Department and completed a course of instruction in the Tactical School at Langley Field.

Lieut. A.W. Martenstein, who recently reported at Wright Field from the Philippine Islands, was assigned to duty in the Field Service Section. One doesn't talk long with Lieut. Martenstein without guessing him from Virginia.

Maxwell Field, Montgomery, Ala., October 8th.

Two new O2-H's recently arrived at this field, having been ferried from Santa Monica, Calif., by Lieuts. H.E. Woolard and N.L. Cote.

Lieuts. Howard D. Morris and Isaac W. Ott, Air Reserve, and Reuben Kyle, Jr. A.C., in three O2-H's, attended the opening of the airport at Winston-Salem, N.C. on September 1st and 2nd.

Two Reserve officers, Lieut. Frank P. Milstead, of Atlanta, Ga., and Lieut. L.C. Campbell, of Chattanooga, Tenn., reported during September for 14 days' active duty training.

Several tow target missions were performed during September at Fort Benning, Ga., by Lieuts. L.P. Turner and I.W. Ott.

Captain Wm. E. Lynd, Director of Ground School Activities at Kelly Field, Texas, spent a few days here early in September. He left for Fort Benning, Ga., where he expected to continue his trip of inspection in connection with service schools.

Fourteen Army bombers, under the command of Major Hugh J. Knerr, arrived at this field enroute from Langley Field to Los Angeles to attend the Air Races.

Lieuts. R.C. MacDonald and R.C. Wriston arrived Sept. 8th in two new O2-H's which they ferried from Santa Monica, Calif., for use at this field.

Major Ira A. Rader, Air Corps Representative at the Infantry School, Fort Benning, Ga., made several trips by air to and from this station during September.

Lieut. H.F. Woolard ferried a Douglas Transport from Wright Field, Dayton, Ohio, for use at this station.

Lieut. R.C. Wriston, Photographic Officer, completed a mosaic of Fort McPherson, Ga.

The opening of the airport at Marion, N.C., Sept. 22nd and 23rd was attended by Lieuts. Frank Byerly, Jr.; D.D. Arnold and I.W. Ott, who flew three O2-H's.

On Sept. 22nd the Maxwell Field football team journeyed to Fort Benning, Ga. and suffered defeat at the hands of the strong Fort Benning team.

Lieut. James G. Pratt arrived at this field Sept. 24th, having ferried a new O2-H from Santa Monica, Calif., via El Paso, Wichita, St. Louis, Chicago, Cleveland and New York.

Lieuts. W.B. McCoy, N.L. Cote, and C.H. Earnest, in three O2-H's, and Lts. Byron A. Glover, W.H. McArthur and I.W. Ott, in three PT's, attended the opening of the airport at Albany, Ga., on Sept. 29th and 30th.

On Sept. 29th Lieut. Rouben Kyle, Jr., departed for Albany, Ga., enroute to Lakeland, Fla., to ferry Mr. Davis, Secretary of Labor, from Lakeland to Jacksonville, Fla.

San Antonio Air Depot, Duncan Field, Texas, Sept. 28th.

Fifteen members of the present class at the Air Corps Advanced Flying School at Kelly Field visited the Depot on Sept. 26th for an inspection of its various operations.

Lieut. Harold D. Smith, from Fort Leavenworth, Kansas; Lieut. Isaiah Davies, from Richards Field, Kansas City, Mo., and Lieut. Walter R. Peck, from Schoen Field, Fort Benjamin Harrison, Ind., were recent visitors at this Depot, ferrying PT-1's to their respective stations.

Major Joseph Noyes, Air Reserve, and Lieut. Harry Weddington, Air Corps, were visitors at the Depot from Love Field, Dallas, Texas, on September 24th.

Warrant Officer Arthur R. Trabold was assigned to duty at this Depot, arriving here on September 17th from a leave of absence on completion of his tour of foreign service in the Hawaiian Department.

Lieut. Morris A. Schellhardt, Air Corps Reserve, completed a 14 days' tour of active duty at this Depot on September 25th.

Rockwell Field, Coronado, Calif., October 10th.

Rockwell Field's latest deserters from the bachelor ranks - 2nd Lieut. J.E. Mallory, Air Corps Reserve, and 2nd Lieut. Norman H. Ives, Air Corps Reserve, and their brides of a few weeks, were guests of honor of the officers of this post at a reception and dance held in the Officers' Club on the evening of October 6th. Beautiful sterling silver water pitchers, wedding gifts from the officers of Rockwell Field, were presented to the newlyweds. Lieut. Mallory was married at Santa Rosa and Lieut. Ives at Los Angeles.

The Navy marring mast, which has long been a dangerous obstacle on Rockwell Field, has been removed and the field cleared on that end of North Island. Operations of tactical units here made the removal necessary.

The first class of the scheduled Officers' Troop School, Rockwell Field, for the period October 1, 1928, to June 1, 1929, was held on October 8th. Lieut. R. Bacz, Jr., conducted the class in armament and aerial gunnery.

Lieut.-Col. Frank L. Griffin, Corps Area Signal Officer, accompanied by Mr. Wm. L. Winnor, Assistant Radio Engineer, Signal Service at Large, visited Rockwell Field the latter part of September for purpose of inspecting Signal Corps property and making such changes as deemed necessary, in the communication system of the post. A schedule of radio transmission was arranged between Rockwell, March Field and Los Angeles, and several changes in the radio equipment were made as a result of Colonel Griffin's visit.

* Congressman Allen J. Furlow, of Minnesota, piloted by Lieut. Wm. H. Amis, A.C., arrived at Rockwell Field Sept. 21st, and departed for March Field the following day. Mr. Furlow is the sponsor for the "Furlow Bill".

Wing Commander T.G. Hetherington, British R.A.F., Air Attache to the British Embassy, was a recent visitor at this post.

Mr. H.M. Hunter, Ammunition Foreman, 9th Corps Area, arrived at this post October 8th to make a general inspection of the ammunition storage conditions.

Major P.E. Van Nostrand, A.C., Commanding Officer of Luke Field, Hawaii, and Captain Lowell H. Smith, former Chief Engineer of the Rockwell Air Depot, now stationed at Luke Field, were recent visitors at this post.

Major H. J. Houghton, Chief Engineer of the Rockwell Air Depot, and Lieut. C.P. Kane, Depot Supply Officer of the Rockwell Air Depot, left October 10th by rail for Wright Field, Dayton, O., to attend the annual Engineering and Supply Conference at the Materiel Division.

A very successful bridge party was held at the Officers' Club, Rockwell Field, the evening of October 2nd. The guests included practically all the officers of Rockwell Field and their wives. Mrs. E.C. Black and Mrs. H.R. Baxter were hostesses. Due to the increasing popularity of bridge, regular parties are being planned, and the ladies of the post will act as hostesses in rotation.

France Field, Panama Canal Zone, Sept. 20th.

Shortly after the announcement of the marriage of Lieut. G.C. McDonald and Miss Ann Brown Kimberly, on Saturday, August 25, 1928, the bride and groom arrived at this station. They were met at the docks by the band and all of the officers of France Field, and were given a regular Air Corps take-off on the Non-Stop Flight of Matrimony. The McDonald family haven't moved on the post as yet, but it is expected they will be given a regular old fashioned chivaree when they do.

Lieut. Cluck departed from this station Sept. 3rd for leave of absence in the United States and reassignment upon expiration thereof to Wright Field. Lt. Cluck is certainly missed by all personnel of the command, as he is a very active Air Corps officer and is well liked by everyone with whom he comes in contact. Wait until "Jimmie" tells his fish stories! Ask him what to do with an 8-foot shark.

Lieut. King also left this station Sept. 3rd for leave of absence in the United States, and since that date notification has been received to the effect that he has sent in his resignation from the service. No doubt his resignation will be approved by the President, and the event it is, the Air Corps will lose a very fine young officer and an excellent pursuit pilot.

A hunting party consisting of Master Sgts. Haney and Lucy, Tech. Sgt. Baxter and Staff Sgts. King, Kirby and Musick, went up into the interior of the Republic of Panama to Don Arias' Rancho, where they enjoyed excellent hunting for five days. The rancho is used by Don Arias as a summer resort and, although it is 60 miles from nowhere, he has the place fixed up with electric lights furnished by his own lighting plant, running water piped all over the place, and the thatch-covered huts furnished with up-to-date furniture, including wicker. From all information obtained from the hunting party, it was practically impossible for them to realize that they were actually in the jungles on a hunting trip in view of the fact that they had all the comforts of home instead of having to "rough it" as they expected to do.

Several cross-country trips to David, Republic of Panama, were made during the month by the 7th Observation Squadron and the 25th Bombardment Squadron which included four trips with the ambulance plane for the purpose of ferrying sick people to the hospital in Panama City.

The 7th Observation Squadron observed their Organization Day on Sept. 8th by having a Squadron Field Meet in the Colon Baseball Park. The field meet included pitching horseshoes, boxing, foot races, baseball, etc., and lasted until 12:00 noon. Beer and sandwiches kept the personnel from starving after the finish of the meet. There was a full attendance of officers and men, and a good time was enjoyed by all.

Lieut. Glen C. Jamison is receiving the congratulations of the officers of the post on his recent promotion to the grade of 1st Lieutenant.

Lieut. Robert T. Zane, commonly known by his intimate friends as "Bob", having failed to obtain his third extension for duty in this Department, was scheduled to leave for the United States for reassignment to Selfridge Field on

September 27th. In commenting on the disapproval of his application by the War Department, one of the officers was heard to say that no doubt he was under the influence of ether, and probably that was the reason why his explanations for desiring such an extension was questioned by the War Department and his request refused. After five years here he has made many friends, and everyone will be sorry to see him leave.

Colonel Fierro, who flew from Mexico to Panama recently, landing at Albrook Field, ferried his plane to France Field on September 11th for a complete overhauling. The work was started immediately by his own mechanic, assisted by mechanics of the field, and was completed on September 17th. During his stay on this side, Colonel Fierro was the guest of France Field.

On September 12th the officers and ladies of France Field held a reception in honor of Colonel Fierro. All post commanders, their staffs and ladies were guests at the reception, also prominent civilians on the Atlantic side. The visitor left for his home station in Mexico City on Sept. 18th. The following letter of commendation was received from the Mexican Legation; addressed to Major-General Malin Craig, Department Commander:

"In the name of Lieut.-Colonel Fierro and in my own, I come to express my most expressive thanks for the many attentions and facilities that were given him during his stay here by you and other high officers of the United States Army stationed in the Canal Zone.

Lieut.-Colonel Fierro charged me expressly to convey to you his appreciation for the care and attention given the 'Lower California No. 2', both at Albrook Field and France Field, where he was allowed all kinds of facilities to repair his monoplane and to replace some broken parts.

I seize this opportunity to reiterate to you the assurance of my attentive consideration.

RAFAEL FUENTES JR.

Charge D'Affaires of Mexico."

Brooks Field, San Antonio, Texas, October 17th.

The Air Corps Primary Flying School at this field has enrolled, for the November 1st Class, 77 student officers from the last graduating class at West Point. The new student officers have all reported and are now in the midst of their ground school instruction.

Lieut. Max F. Schnoider has taken over the duties of Assistant Director of Ground School, relieving 1st Lieut. J.C. Kennedy, who is leaving for the Philippine Islands.

Lieuts. A.H. Rich and D.M. Ramsey ferried two PT-1's from the San Antonio Air Depot to Bolling Field, Washington, D.C. These pilots left on October 10th and carried as passengers Privates Taylor and Strief, who traveled as far as Chamute Field, Rantoul, Ill. Upon their return, Lieuts. Rich and Ramsey were to ferry two DH4M-2P planes from Bolling Field to Kelly Field. While in Washington these two officers paid a brief visit to the Office Chief of Air Corps to meet old friends and acquaintances.

Lieuts. C.E. Branshaw and E.W. Raley left for Wright Field to attend the Engineering Officers and Supply Officers Conference held there this month.

Lieut. Harvey F. Dyer ferried a DH4M-2P from Maxwell Field to Kelly Field on October 4th.

Lieut. J.C. Denniston ferried a DH4M-2P from the Fairfield Air Depot to Kelly Field on September 26th.

Lieut. James Flannery is Acting Air Corps Supply Officer during the temporary absence of 1st Lieut. E.W. Raley.

Due to "inherent flying ability" seven Flying Cadets left the School during the past week. At the present time 91 student officers and 94 cadets are under instruction.

Master Sergeant J.L. Waugh, 46th School Squadron, Brooks Field, was ordered to report to the Commanding Officer, Flying Cadet Detachment, for the November 1st Class, to take training in grade. Staff Sergeant Snowden from Kelly Field is training in grade with the July 1st Class.

The football season is on, and Brooks Field started practicing about Sept. 1st with 2nd Lieut. Simonton, former West Point star, as head coach. Coach Simonton should put a fine team into the field with the material he has available, augmented by a coaching staff boasting such former West Point and All-

American stars as "Light Horse Harry" Wilson, Art Meehan, Norris B. Harbold, Samuel R. Brentnall, LaVerne G. Saunders, Truman H. Landon and Emmett O'Donnell. Wilson and Meehan, coaching the backfield, have developed three fine backs, "Red" DeFord, quarterback; Harrington, fullback, and Hughes, halfback. Harbold and Brentnall have had a harder time with the end positions, as most of the applicants are green material, but with a little more time they will have the positions filled nicely. Saunders, Landon and O'Donnell are working on the line and have turned out a plunging offense with Hargrove at center and Flesher at tackle showing up exceptionally well.

On October 7th Brooks Field played the San Pedro Tigers at Garrett Field, San Antonio, and defeated them 7 to 0. The team did well on defense, but offense was weak within scoring distance. DeFord made the score on a quarterback sneak and Hughes gained many yards on line plunges. The entire line showed up well on defense.

On Saturday, October 13th, the team went to Kerrville, Texas, for their second practice game of the season. With Schreiner Institute as opposition they came out on the short end of a 19 to 0 score. According to the coaches, defeat was due to the superior condition of the Institute players. Total number of first downs was equal. Brooks Field completed 10 forward passes out of 17 attempts. Defense was decidedly weak during the first half, all tackles being made by the backfield. Hargrove, Harbold and DeFord played well throughout the game and held Schreiner Institute to a lower score than any other team has been able to do this season.

Bolling Field, Anacostia, D.C., October 15th.

Bolling Field formally opened its new Gymnasium on the evening of October 9th with a smoker. Lunch was served to all officers and enlisted men of the post and their visitors at 6:00 O'clock in the Mess Hall. The excellent eats provided by Mess Sergeant Joseph J. Stein were washed down with copious draughts of near beer.

During the serving of lunch the post orchestra furnished excellent music, and again later in the evening, after the adjournment to the Gym, The doors of the gymnasium were thrown open at 7:00 o'clock, and all the seats were quickly filled. The boxing started promptly at 8:00 o'clock, with a battle royal put on by four colored boys from Anacostia.

The talent for the six 3-round exhibition bouts was supplied by the men stationed at the field, and a troop of fighters introduced by Goldie Ahearn, ex-light-weight champion of the A.E.F., who is now a local trainer. The most interesting bout of the evening was undoubtedly that put on by Bobby Goldstein and Sailor DeLacey.

A vacant hangar with approximately 20,000 feet of floor space has been turned into a modern, well-heated gymnasium which can be used throughout the year.

Courts have been laid out for handball, volley ball, indoor baseball, basket ball and squash on one side of the gymnasium, while on the opposite side is the attendant's office, dressing rooms and showers. On top of the dressing rooms a gallery has been built for the use of the spectators.

At the conclusion of the bouts, Major Howard C. Davidson, post commander, announced that the gymnasium was now open for the use of all members of the command and also extended the use of the Gym to those stationed at the Naval Air Station.

It is hoped that during the coming winter much use will be made of this gymnasium and that many games may be obtained with visiting teams.

A dressing room has been fitted up in the Officers' Club for the use of any ladies desiring to make use of the gymnasium.

Equipment for use in any of the sports may be had from the Gym attendant for a small fee.

This gymnasium will fill a long felt want on this post, as the winter months have been practically devoid of any athletic entertainment for either officers or men.

Camp Nichols, Rizal, P.I., September 7th.

Flight B, 2nd Observation Squadron: Members of this organization are anxiously awaiting the delivery of the new Douglas O2-H's. Six of them and five new light bombers arrived lately on the Transport MEIGS.

Headquarters, 4th Composite Group: Captain Charles A. Pursley is temporarily

in command of Camp Nichols and is the Executive Officer for the 4th Composite Group, Air Corps, having relieved Major Kilner, who is traveling in China and Japan.

Sergeant Wirth, our Mess Sergeant, has decided to return to the States after fifteen years in the Philippine Islands.

Private Louis D. Garton, formerly of this organization, reenlisted in the 10th Signal Corps Company. Why leave the Air Corps, Garton?

Promotions were few this month, Private, 1st Cl., Kerr being promoted to Specialist, 5th Class, and Private John J. Stibal to Specialist, 6th Class.

66th Service Squadron: Captain George L. Usher, Commanding Officer of the Squadron, is on 30 days' leave of absence, having left on the U.S.N.T. GOLD STAR for Chinese ports. During his absence, 1st Lieut. Earl S. Hoag has assumed command.

The inter-post ten pin bowling teams brought out some good material. At present the squadron is leading by a good margin, and it is hoped that we can keep the good work up.

28th Bombardment Squadron: 1st Lieut. Corley P. McDarment, who has been touring the Southern Islands of the Philippine Archipelago the past month, reports a very interesting trip. Lieut. McDarment leaves us on the sailing of the next transport, having received orders assigning him to Langley Field.

The Philippine Islands possess attractive qualities, as can be seen from the applications for extension of foreign service tours. Ten enlisted men of this squadron have applied for extension.

Master Sergeant Fred Kelly left August 2nd on a ninety-day furlough to visit China and Japan. Upon expiration of this furlough he will report to March Field where he has been assigned to duty.

It was with a feeling of regret that the squadron learned of the injuries sustained by Staff Sergeant Emil G. Schmolka, when the Martin Bomber in which he was a passenger made a forced landing in a rice field one mile south of Calumpit, Bulacan. While flying at an altitude of 1,000 feet, motor trouble developed, and Lieut. Anderson, the pilot, was forced to pick a place to land. The plane hit a ditch, turned over on its back and caught fire. Sergeant Schmolka received a fractured skull and internal injuries. The latest reports from Sternberg General Hospital indicate a fair chance of his recovery. Privates Robert Baker and William Dickinson also were passengers. The former escaped without injury, while the latter suffered a sprained wrist.

6th Photo Section: The personnel of this Section was kept busy this month with laboratory work pertaining to the Northern coast of Luzon. Inasmuch as the supply of aerial film was nearly exhausted on this project and the rainy season has set in, very little aerial photography has been done.

Lieut. Goddard returned from three weeks' detached service in the Southern Islands.

Staff Sergeant Patterson was discharged on the 18th and "re-upped" on the 19th. He leaves the Section on the October Transport, going to the Photo Section at Fort Sam Houston, Texas.

Clark Field, Camp Stotsenburg, P.I., Sept. 7th.

3rd Pursuit Squadron: The dry season is still on around Clark Field. Some of the new officers are questioning the fact that there is a rainy season here.

Bombing and ground target practice with some pursuit tactics thrown in have been the routine work for the pilots. Worthy of mention is the fact that the last wooden DH in the Philippine Department, if not in the U.S. Army Air Corps, was dismantled and washed out this month.

Kindley Field, Fort Mills, P.I., Sept. 7th.

2ND Observation Squadron: The month of August was quiet and uneventful. Rumors of the Squadron moving to Camp Nichols recur with alarming frequency, but we haven't started packing up yet.

Lieut. and Mrs. Meloy are scattering pesos through China right now. They sailed on the GOLD STAR for a six weeks' trip.

Lieut. Dunlap is commanding the 2nd Observation Squadron during the absence of Lieut. Meloy.

The Hon. Allen J. Furlow, Representative in Congress from Minnesota, recently visited this Depot and inspected its operations, while on an air tour of the country to gather first-hand information of the various military and commercial aviation activities from the more important Air Corps establishments and commercial airplane factories of the United States. Congressman Furlow appeared greatly pleased with the work of the various Air Corps activities in this vicinity.

Major-General Charles P. Summerall, Chief of Staff of the Army, visited this Depot October 12th, during his tour of inspection of the military centers of this section, accompanied by Brig.-General Albert J. Bowley, Commanding General of the 8th Corps Area, and Brig.-General Frank P. Lahm, Commanding General of the Air Corps Training Center.

On October 5th the Depot was visited by General Eduardo Hay, Under-Secretary of Communications of the Republic of Mexico, with Lieut. Luis Boyer, Chief of the Mexican Air Mail Pilots, accompanied by Brigadier-Generals Albert J. Bowley, Frank P. Lahm and Major Robert J. Halpin, G-2 of Hqrs. 8th Corps Area. General Hay, who arrived October 3rd for a visit in San Antonio, aboard the first Mexican air mail plane (piloted by Lieut. Boyer) of the new International Air Mail Line between the United States and Mexico, is intensely interested and active in the promotion of mutual aviation interests between his country and the United States, and is particularly desirous of seeing the eventual establishment of a great Pan-American airway linking the United States with all the Latin-American nations.

Captain Willis H. Hale, of the Office Chief of Air Corps, on a tour of inspection of the Visual Inspection System at various Air Corps Stations, was a visitor at this Depot from September 29th to October 2nd for that purpose. He was assisted in this inspection by Tech. Sgt. Christian E. Petersen, of Bolling Field.

Mr. Cornelius G. Loose, Technical Assistant, of the Field Service Section, Air Corps Materiel Division, Wright Field, visited the Depot the first part of October on temporary duty for conferences in the matter of supply requirements and maintenance questions.

During October the Depot lost two of its officers, ordered to other stations. Lieut. Harry A. Halverson, who has been with us for approximately the last three years, left here on the 13th for leave of absence, visiting in California, prior to his transfer on Dec. 13th to March Field. Lieut. James E. Duke, Jr., on duty at this Depot since July, 1925, was transferred to Selfridge Field October 1st, departing on that date for a short leave of absence to make the trip to that station by automobile. The personnel of this Depot, and the numerous friends of these two officers in this vicinity, greatly regret their departure and wish them every success at their new posts of duty.

Captain Joseph W. Timmons, Jr., QMC, was welcomed October 2nd as a new member of this command, being transferred from Fort Bliss, Texas, for duty as Quartermaster at this Depot.

Lieut. A. W. Vanaman, Chief Engineer Officer of the Depot, returned October 2nd from a three months' leave of absence, visiting in the East.

Lieuts. R. V. Ignacio and A. S. Albro, of this Depot, left October 14th to attend the annual Engineering and Supply Conference held at the Headquarters of the Air Corps Materiel Division, Wright Field.

Major John N. Reynolds, Commanding Officer of Mitchel Field, accorded this Depot the pleasure of a brief informal visit on October 17th while passing through this vicinity.

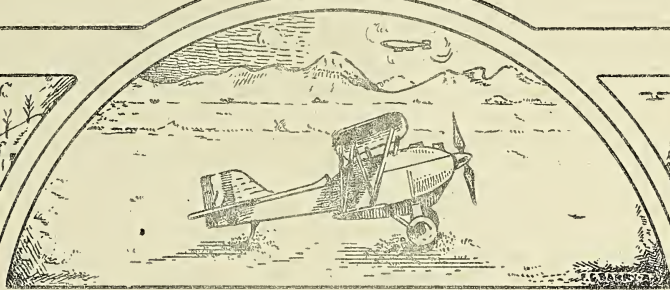
Lieut. Leland R. Hewitt, on duty with the Organized Reserves at Little Rock, Ark., was a visitor here October 17th and 18th to obtain a PT-1, which he ferried back to his activity.

Among our number at the present time are two members of the Air Reserve: Captain George R. Gaenslen, Air Reserve, of San Antonio, who is on 14 days' active duty training, beginning Oct. 17th, and who is on familiar ground with us, having previously had three periods of active duty at the Depot; and Lieut. William D. Herring, of Amarillo, Texas, who is availing himself of thirty days' instruction and training on inactive status, beginning October 8th.

Mr. C. O. Wetherell, for a number of years clerk in charge of the Civilian Personnel Section of Depot Headquarters, was recently transferred to the Rockwell Air Depot, Coronado, Calif. As an efficient employee of long service, and as a leader in all civilian welfare, social, and athletic activities at this Depot, Mr. Wetherell was a familiar and esteemed figure in our midst, and on his departure for his new station on September 20th was the recipient of sincere expressions from all of regret for his leaving us and wishes for his continued success.

During the splendid and colorful Annual Convention of the American Legion which was held in San Antonio during the week beginning October 8th, many of the Legionnaires paid sightseeing visits to this Depot as one of the points of interest of the city. Several of them were particularly interested in revisiting the scene of their activities here during the memorable days of the War when this Depot was the old original "Kelly Field No. 1."

The Engineering Department of this Depot overhauled and repaired the following airplanes and engines during the month of September, 1928: Airplanes,- 2 DH4M-1, 1 DH4M-2, 3 DH4M-2T, 11 PT-1, 1 AT-4, 1 NBS-1, 1 O2, 5 O2-C, 3 O2-H, 1 O2-J, 1 O2-M4, 1 C-2, 1 C-1, Total, 33 airplanes. Engines,- 47 Liberty, 7 Wright-E, 4 Wright E-4, 1 Wright J-5, 2 Curtiss D-12, Total, 61 engines.



Air Corps

News

Letter



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Information Division
Air Corps

November 24, 1926

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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EXTRACTS FROM ANNUAL REPORT OF THE CHIEF OF AIR CORPS, FISCAL YEAR 1928.

Organization, Station and Personnel

The close of the fiscal year 1928 has seen the completion of the first increment of the Five-Year Expansion Program for the Army Air Corps as authorized by the Act of Congress, approved July 2, 1926. With only a few changes, the revised program of July 1, 1927, has been carried out.

No changes have been necessary in the basic organization of the Office of the Chief of the Air Corps to allow for the increased activities.

The commissioned personnel situation in the Air Corps has changed very little during the past fiscal year. The prospects for the betterment of the commissioned situation during the coming year are bright, provided vacancies are available in the Army which will allow a larger number of graduates of the flying school to be commissioned in the Air Corps. Seventy-six graduates of the Military Academy, West Point, class of 1928, have been detailed to the Air Corps. Due to the increased interest in aviation which has developed during the past year, the educational qualifications of the cadets being sent to the primary flying school have greatly increased. Approximately 70% of the cadets entering the July 1st classes at the primary flying schools are college graduates and upon graduation should offer excellent officer material for the Air Corps. The problem of increasing the commissioned personnel of the Air Corps is not one of producing flying personnel but of providing sufficient appropriations to allow graduates of the Air Corps Advanced Flying School to be immediately commissioned as Second Lieutenants in the Regular Army upon graduation or placed upon active duty as Reserve Officers, subject only, in so far as numbers are concerned, to the limitations fixed by the annual increments set forth July 24, 1927.

The number of aeronautical ratings in the commissioned personnel during the year was increased from 896 to 966, a net gain of 70.

The amount of flying pay appropriated for the fiscal year 1928 was considerably increased due to the expansion provided in the first increment and the sum of \$400,000. was available. Practically this entire sum was expended during the year for the flying pay of enlisted men on duty at regular activities and for sergeant instructors of the National Guard and the Organized Reserve. The restriction heretofore placed in the law which limited the number of men on flying duty was removed. An effort has been made for several years past to remove this restriction and as a result the money for this purpose was allotted to Commanding Officers so that they could place the number of men desired on flying duty with the money thus furnished. With the increased funds allowed, the allotments to all activities were increased accordingly.

As in the past year, the number of enlisted pilots has steadily decreased due, primarily, to the fact that increased commercial flying activities have made it possible for these men to secure better pay in civil life or in other government aviation agencies. If the Air Corps is to retain its small number of enlisted pilots, it is believed that suitable grades should be set aside for the exclusive use of men so rated or that a separate and distinct grade be secured. It is considered that all enlisted pilots should at least be in the first three noncommissioned grades and that they should not necessarily be carried, as at present, on the Tables of Organization.

Every effort must be made to accord flying cadets a status commensurate with their responsibility as potential officers, and the new uniform is one step in this direction.

The flying cadet is today legally an enlisted man and as such suffers from certain disadvantages which can only be removed by legislation. A study is being made of the flying cadet status with a view to forwarding recommendations on this subject.

During the year, an exceedingly large number of requests for information concerning flying cadets training was received. The number of applications for flying cadet appointment submitted was greatly in excess of the number submitted during the previous year. A total of 3,833 applicants against 1063 for last year were authorized to take the examination for flying cadet appointment. A large number of applications were returned to the applicants disapproved for failure to meet the prescribed requirements.

Three examinations were held during the year with results as follows:

<u>Date of Examination</u>	<u>Total Authorized</u>	<u>Qualified</u>	<u>Disqualified</u>	<u>Failed to Report</u>
Aug. 14, 1927	1,336	139	618	579
Dec. 13, 1927	1,208	137	662	409
Apr. 10, 1928	1,239	230	782	277

At the present time there are 136 eligibles on the list for promotion to Master Sergeant. It is expected that about 50 names will be added to this list shortly after July 1st as a result of examinations held in April.

Promotion to the grade of Technical Sergeant is particularly slow when it is considered that the Air Corps has nearly a thousand authorized Staff Sergeants. There are now about 350 eligible candidates on the list for promotion to this grade and about 150 names will be added shortly after July 1st as a result of the examinations held in April.

The Air Corps Act, approved July 2, 1926, provides for the extended active duty of Air Corps Reserve Officers and funds were allotted for the active duty during the first increment of 110 officers during the fiscal year 1928.

A total of 95 qualified pilots were ordered to one year's active duty with the various Air Corps Tactical Units specified by the five year procurement tables. Of this number, 39 were appointed in the Regular Army, 2 were killed, 1 relieved on account of physical disability, 1 discharged and 15 returned to inactive status to accept positions with the Department of Commerce or civilian flying concerns. Forty-one non-flying reserve officers who graduated from Air Corps ROTC units during June, 1927, were ordered to the flying schools on July 1, 1927, for one year active duty and flying training. Nineteen were relieved prior to July 15, 1927, because of their physical disqualification and 10 were relieved during the course on account of their lack of inherent flying ability.

The great volume and high quality of work performed by Flight Surgeons in the field, both in conducting the physical examinations for flying and in other professional work peculiar to flight surgeons, is outstanding. The following tabular statement serves as an index to the volume of this work which has steadily increased since 1921 and continues to increase commensurately with the expansion of the Air Corps under its Five-Year Program:

<u>Year</u>	<u>Physical Examinations</u>	<u>Personnel on Duty in Office, Chief of the Air Corps</u>			<u>Total Flight Surgeons with Air Corps</u>
		<u>Flight Surgeons M.A.C.</u>	<u>Civilians</u>		
1921	2,837	2	1	3	45
1922	4,188	2	1	3	45
1923	5,051	2	0	3	48
1924	5,546	2	0	3	50
1925	6,628	2	0	3	50
1926	6,553	2	0	3	47
1927	6,491	2	0	3	52
1928	9,612 (to May 31)	2	0	3	58

From the foregoing figures, it will be seen that the work required of Flight Surgeons has more than trebled since 1921, whereas the number of the personnel engaged in its performance has not been materially increased, a fact which reflects credit on the small corps of Flight Surgeons and merits consideration by higher authority.

It will be noted that the number of Flight Surgeons and civilian clerks on duty in the Medical Section of this office is the same as prior to the beginning of expansion of the Air Corps, while the volume of work performed in this office has increased 50% within the fiscal year. It has been and still is impracticable to detach a Flight Surgeon from any Air Corps station for assignment to duty in this office, since to do so would unduly deplete the station whence such officer was withdrawn.

Considering the volume and essential importance of the work performed by Flight Surgeons on duty with the Air Corps the number of these Medical Officers so assigned is totally inadequate and, except for additional help which has been afforded from time to time by Flight Surgeons ordered to temporary duty to assist in conducting the physical examinations of applicants for appointment as Flying Cadets by Boards at various stations, these physical examinations could not have been handled. Even with such additional examiners, there has been great difficulty experienced at all Air Corps stations in conducting the cadet examinations. Additional medical examiners are only available for a few days temporary duty in connection with the Cadet Boards and serve to make these examinations possible but the great bulk of the work by Flight Surgeons on duty with the Air Corps is performed without any outside assistance.

The total number of physical examinations for flying during the period July 1, 1927, to May 31, 1928, exceeds the total for the preceding fiscal year by 3,121, or approximately 50%. It is estimated that, with the additional physical examinations made during June, the total for the fiscal year will number about 10,000.

The Visual Inspection System mentioned in the last annual report was applied to the 731 Air Corps airplanes to which the system had not been previously applied so that this system is now in full use at all Air Corps activities. Standard sets of tools and equipment, the provision of which forms part of the Visual Inspection System, were issued for all airplanes. Thirty-seven station inspections were performed to promote proper functioning of the system.

The rate per thousand flying hours of accidents due to engine trouble (power plant) was reduced during the year to one-third of the average rate which prevailed during two previous years. These accident rates indicate that sixty-three crashes from engine troubles were prevented by new methods and equipment.

Aircraft accident records for several previous years were analyzed and facts indicating probability of further substantial reductions in accident rates were established. A system was initiated whereby all forced landings are reported and data compiled therefrom to indicate needed changes in aircraft construction and operation. By joint action of the National Advisory Committee for Aeronautics, the Air Corps, the Bureau of Aeronautics and the Aeronautics Branch of the Department of Commerce, a standard system for classifying accident causes and compiling data was devised, which will make comparable the statistics relating to all activities using the system. It has been found that most accidents are due to one or another of a few well defined causes and, by taking data from all activities comparable, the relative importance of the causes and the remedies needed may be determined with greater accuracy.

OPERATIONS AND TRAINING

In October, 1927, there was assigned to the Signal Corps Aircraft Radio Laboratory at the Materiel Division, Wright Field, a three-motored, transport type C-2 airplane. This plane, which was equipped as a laboratory and which was used in connection with research on aircraft radio problems while in the air.

has made it possible to investigate problems and conduct tests heretofore not possible, and has contributed more than any other single thing toward overcoming difficulties encountered in this line of work. The important investigations carried out were in connection with radio beacons, high frequency transmitters and receivers, transmission phenomena, double voltage generators and capacity altimeters.

The airplane equipped as a radio laboratory has also been equipped with special instruments for the purpose of carrying out research on problems in aerial navigation.

During the Fiscal Year 1928 the Air Corps photographed approximately 35,000 sq. mi. of areas in various parts of the United States for the War Department and various Federal Agencies.

The major portion of this work was accomplished for the following Government Departments:

War Department	1,400 sq.mi.
Geological Survey.	10,000 sq.mi.
Engineers Corps, Rivers & Harbors.	8,200 sq.mi.
Coast and Geodetic Survey.	2,500 sq.mi.
International Water Commission	5,000 sq.mi.
International Boundary Commission.	2,000 sq.mi.

As in previous years, the surveys for the Geological Survey were carried out by two Independent Mapping Units whose organization was approved by the War Department.

During a four months' period the unit from Scott Field photographed approximately 5,000 sq.mi. in northern Maine, New Hampshire and Vermont and the unit from Chanute Field photographed about 4,500 sq.mi. of areas in the western and central portions of Illinois. Based on data furnished by the Geological Survey on the gross savings of aerial surveys over ground surveys, it is estimated that these two units accomplished a saving to the Government of close to \$100,000 in their four months' operations.

The Air Corps organization at Fort Sam Houston has about completed the photographing of a considerable portion of the course of the Rio Grande. This work is being done for the International Water Commission in connection with the rectification of the Rio Grande and the stabilization of the boundary line between the United States and Mexico and for use in a study of the distribution of the waters of the Rio Grande.

Courses of Instruction at Air Corps Special Service Schools
Fiscal Year 1928

School	:	Course	:	Students	:	Duration
Wright	:	Aero Engineering	:	*R.A. Officers	:	12 mos.
	:		:		:	
Langley	:	Tactical	:	R.A. Officers	:	9 mos.
	:		:	*N.G. & Res. Officers	:	4 mos.
	:		:		:	
Brooks	:	Primary Flying	:	All student pilots	:	8 mos.
	:		:		:	
March	:	Primary Flying	:	All student pilots	:	8 mos.
	:		:		:	
Kelly	:	Advanced Flying	:	All student pilots	:	4 mos.
	:		:		:	
Scott	:	Balloons & Airships	:	All student pilots	:	11 mos.
	:		:	N.G. & Res. Officers	:	5 mos.

Chanute	:	:	:
: Armament	:	: *R.A. Officers	: 5 mos.
: Communications	:	: *R.A. Officers	: 9 mos.
: Photography	:	: *R.A. Officers	: 9½ mos.
: Maintenance Engineering	:	: *R.A. Officers	: 6 mos.
: Armament	:	: N.G. & Res. Officers	: 3 mos.
: Communications	:	: *N.G. & Res. Officers	: 3 mos.
: Photography	:	: N.G. & Res. Officers	: 3 mos.
: Maintenance Engineering	:	: *N.G. & Res. Officers	: 3 mos.
: Airplane Mechanics	:	: R.A. Enlisted Spec.	: 24 weeks
: Aircraft Armorsers	:	: R.A. Enlisted Spec.	: 24 weeks
: Crew Chiefs Course	:	: R.A. Enlisted Spec.	: 24 weeks
: Engine Mechanics	:	: R.A. Enlisted Spec.	: 24 weeks
: Gen. Mechanics, Aircraft	:	:	:
: Welders	:	: R.A. Enlisted Spec.	: 32 weeks
: Parachute Riggers	:	: R.A. Enlisted Spec.	: 6 weeks
: Photography	:	: R.A. Enlisted Spec.	: 24 weeks
: Radio Mechanics and	:	:	:
: Operators	:	: R.A. Enlisted Spec.	: 28 weeks

*Inactive during year.

The National Guard. The approved tables of equipment for National Guard observation squadrons authorize the issue to each squadron of three standard service observation airplanes and five training airplanes. The issue of all standard observation planes was completed during the Fiscal Year. The Chief of the Militia Bureau has funds available and the Air Corps expects to procure sufficient additional training airplanes early in the Fiscal Year 1929 to complete the issue of five secondary planes to each squadron.

Despite the temporary shortage of equipment which resulted from the necessary elimination on September 1, 1927, of 104 wooden JN type airplanes in the National Guard, its training progress has been remarkably satisfactory. All auxiliary equipment, including radio, necessary to fully equip the three observation airplanes has been issued each squadron and their training programs for the summer of 1928 call for the performance, in cooperation with the other troops of their respective divisions, of practically all the missions common to the role of division aviation.

The Organized Reserves. The training of Air Corps Reserve Officers has been encouraged in accordance with an established policy.

In the last annual report reference was made to the rapid deterioration of the war-built JN training planes. The majority of planes used for reserve training was of this type, and it was necessary to withdraw them from use and salvage them on September 1, 1927. As only a limited number of PT training planes were available for replacement, the elimination of the JN planes caused a tremendous reduction in flying facilities - leaving some reserve stations without a single airplane. Strenuous efforts have been made to provide as many PT planes for reserve training as is possible and a number have been assigned to reserve stations. In the next six months it is expected to have adequate flying facilities available for the needs of the Air Corps Reserve.

Attention was also called in the last annual report to the large number of officers of the Air Corps Reserve who could no longer be considered flying officers. There has been a very large reduction in the number of flying reserve officers due to the increasing pressure of business matters and failures to pass the physical examinations. As a result of these causes, there are today less than 700 reserve officers capable of flying with the tactical units without further tactical training at a school, though there are over 3,000 reserve officers with aeronautical ratings.

For some years a study has been in progress with a view to organizing the Reserve Corps on a sounder basis. As a result of this study, recommendation was made that the flying officers of the Air Corps Reserve be classified according to their flying proficiency and this was approved by the War Department.

It is believed that this classification of the flying reserve officers into groups according to their flying proficiency is of far reaching importance. It will enable an accurate estimate of the exact degree of readiness of the Air Corps Reserve at all times and it will afford a sound basis for compiling the estimates for funds required for airplanes, reserve airdromes and other flying facilities.

The morale and esprit de corps of the Air Corps Reserve is remarkably high, considering the many adverse factors, such as lack of adequate flying facilities with which the individual reserve officer is confronted.

Materiel

The Materiel Division, Air Corps, has functioned under essentially the same organization since its establishment in 1926. What changes have been made since that time were in the nature of administration economies in furthering consolidation of activities as facilities at the new Wright Field became available.

The present organization comprises the Headquarters and engineering establishment at Wright Field, six Air Depots, four Procurement Inspection Districts and six Procurement Planning Offices under Industrial War Plans.

There are 128 military officers and approximately 3,000 civilians engaged in carrying out the various activities of the Division and component agencies under its jurisdiction.

The activities of the Materiel Division are carried on by six sections,-- Experimental Engineering, Procurement, Repair and Maintenance, Industrial War Plans, Field Service and Administration. The functions of each of these sections were outlined in the last annual report.

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GRADUATION EXERCISES OF ADVANCED FLYING SCHOOL

Graduation exercises for the July-November, 1928, Class of the Air Corps Advanced Flying School, Kelly Field, Texas, were held on October 26th. At 1:30 p.m., an aerial review, in which all students participated, was held, the students flying the type of airplane in which they specialized. At 3:00 p.m. the Certificates of Graduation were awarded in the Aviation Club. The program was as follows:

Invocation - - - - - Chaplain T.A. Harkins
Introductory Remarks - - - - - Brig. General Frank P. Lahm
 Commanding General, Air Corps Training Center
Address - - - - - Brig. General Frank Parker, G.S.
 Assistant Chief of Staff, G-3, War Department
Awarding of Certificates of Graduation - - - General Parker
Awarding of Reserve Commissions to Flying Cadets - - - General Lahm
Awarding of Wings - - - - - Major Clarence L. Tinker, A.C.
Benediction - - - - - Chaplain T.A. Harkins

The following students were awarded Certificates of Graduation:

1st Lt. Joseph Smith, A.C., Cav.
2nd Lt. Marvin M. Burnside, A.C., Cav.
2nd Lt. John C. Crosthwaite, A.C., Cav.
2nd Lt. James D. Curtis, A.C., Cav.
2nd Lt. Maurice F. Daly, A.C., F.A.
2nd Lt. Robert L. Easton, A.C., Inf.
2nd Lt. Julius Flock, A.C., Cav.
2nd Lt. Orrin L. Grover, A.C., Cav.
2nd Lt. David M. Hackman, A.C., Inf.
2nd Lt. Neil B. Harding, A.C., Inf.
2nd Lt. Charles A. Harrington, A.C., C.E.
2nd Lt. Marion Huggins, A.C., Inf.
2nd Lt. Walter S. Lee, A.C., Inf.
2nd Lt. George W. McGregor, A.C., F.A.
2nd Lt. Bernard C. Rose, A.C., Inf.
2nd Lt. Ernest G. Schmidt, A.C., Inf.
2nd Lt. Milton M. Towner, A.C., F.A.
2nd Lt. Fay R. Upthegrove, A.C., Inf.
1st Lt. Miguel Rodriguez, Venezuelan Army.

Flying Cadets:

Roland O.S. Akre
 Lindsay M. Bawsel
 Robert K. Black
 Donald W. Duckman
 Russell A. Cone
 William J. Crosswell
 Joseph D. Duckworth
 Alexis F. DuPont, Jr.
 Charles D. Fator
 Walter A. Fenander
 Robert K. Giovannoli
 Charles W. Haas
 Howard E. Hall
 George W. Hansen
 Warren Higgins
 Dean V. Johnston
 Andrew D. Knox
 Richard H. Lee
 Donald R. Lyon
 Emery J. Martin
 Aubry L. Moore
 William M. Morgan

Blaine B. Newcom
 Harry J. Osterman
 Ralph C. Rhudy
 Stanley K. Robinson
 Homer L. Sanders
 Richard P. Sanders, Jr.
 Frederick P. Sansom
 William R. Shephard
 Hugh L. Smith
 Andrew F. Solter
 Robert W. Stewart
 Leland S. Stranathan
 Carl F. Theisen
 Kingston E. Tibbetts
 Edward H. Underhill
 Ernest K. Warburton
 Clinton P. Warner
 Max H. Warren
 John H. Williamson
 John A. Winefordner
 Sheldon B. Yoder
 Francis M. Zeigler

Special Observers:

1st Lt. George H. Brown, A.C.	1st Lt. Dache M. Reeves, A.C.
1st Lt. Charles Douglas, A.C.	1st Lt. Graham M. St. John, A.C.
1st Lt. Fred C. Fishback, A.C.	2nd Lt. William O. Eareckson, A.C.
1st Lt. Jesse A. Madarasz, A.C.	2nd Lt. Uzal G. Ent, A.C.
1st Lt. Harry G. Montgomery, A.C.	2nd Lt. John P. Kirkendall, A.C.
1st Lt. Harold A. Moore, A.C.	2nd Lt. Leslie A. Skinner, A.C.

One of the largest audiences to witness a graduation exercise at the Advanced Flying School was present, amongst those present being several Generals and other high ranking officers of the Army.

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THE NEW CLASS AT THE ADVANCED FLYING SCHOOL

The largest class to enter the Air Corps Advanced Flying School under Plan "D", the new system of training, enrolled on October 1st for the class starting on November 5th. It consists of five Regular Army officers and 85 Flying Cadets in the Airplane Pilots Course and 12 Regular Army officers and one Warrant Officer in the Special Observers Course.

The following officers were assigned as Flying Instructors for the new class:

PURSUIT

1st Lt. E.C. Kiel, A.C., Senior Instr.
 1st Lt. T.W. Blackburn, A.C.
 1st Lt. A.D. Ballard, A.C.
 2nd Lt. E.E. Partridge, A.C.
 2nd Lt. L.S. Smith, A.C.
 2nd Lt. Y.H. Taylor, A.C.
 2nd Lt. S.E. Prudhomme, A.C.
 2nd Lt. L.S. Jamieson, A.C.

ATTACK

Capt. John I. Moore, A.C., Senior Instr.
 1st Lt. George Deverley, A.C.
 1st Lt. Graham St. John, A.C.
 2nd Lt. T.A. Sims, Jr., A.C.

DOBBARDMENT

1st Lt. J.W. Monahan, A.C., Senior Instr.
 1st Lt. W.T. Larson, A.C.
 1st Lt. R.A. Snively, A.C.
 2nd Lt. E.F. Booth, A.C.

OBSERVATION

1st Lt. W.S. Gravely, A.C., Senior Instr.
 1st Lt. C.R. Evans, A.C.
 1st Lt. H.K. Ramey, A.C.
 1st Lt. H.A. Moore, A.C.
 1st Lt. W.T. Meyer, A.C.
 1st Lt. C.P. Talbot, A.C.
 2nd Lt. R.H. Dean, A.C.
 2nd Lt. O.P. Weyland, A.C.
 2nd Lt. W.D. Old, A.C.
 2nd Lt. J.W. Andrew, A.C.

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MARINE CORPS OFFICER RECEIVES NAVY D.S.M.

Major R.E. Rowell, U.S. Marine Corps Air Service, a student at the Air Corps Tactical School at Langley Field, Va., was presented with the Navy Dis-

tinguished Service Medal by Major-General John A. LeJeune, Commandant, U.S.M.C., at a very impressive ceremony held at Langley Field on October 20th.

Major Rowell was in command of the Marine Air Forces in Nicaragua during a period of 13 months and performed a difficult trust so efficiently and well that the Distinguished Service Medal was awarded to him, accompanied by the following citation contained in a letter from the Secretary of Navy:

"For exceptionally meritorious service in a duty of great responsibility in command of the Aircraft Squadron attached to the Naval Forces on shore in Nicaragua from February 1927 to August 1928. Largely through his untiring energy, efficient administration, superior leadership and great personal heroism, under conditions heretofore unparalleled in the history of aviation, the success of our forces operating in Nicaragua during a period of political unrest was greatly enhanced."

Major-General LeJeune flew to Langley Field for the representation with Major Brainard as his pilot and accompanied by Captains Wood and Craig in another airplane. At Quantico an escort of three Marine pursuit planes met the General's flight and accompanied it to Langley Field, where they landed at 10:15 a.m., October 20th.

The presentation ceremony was simple but impressive. A square was formed on the flying field with bombardment, pursuit, observation and attack airplanes forming three sides of the square. All Air Corps organizations then formed inside the square and the reviewing officers and officer making the presentation on the open side of the square. The command was presented, the citation read and the well-deserved decoration pinned on the breast of Major Rowell's coat. The command was then dismissed and the airplanes were taxied into position on the flying field for an aerial review in honor of Major-General LeJeune and Major Rowell.

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ENLISTMENT OF BOY SCOUTS IN THE NATIONAL GUARD

The Secretary of War recently received a letter from James E. West, Chief Scout Executive of the Boy Scouts of America, in which he stated that reports from some State Scout Executives indicates that some units of the National Guard are enlisting and urging boys as young as thirteen to enlist and give false date of birth.

In reply, the Secretary of War called attention to the fact that the State authorities are responsible for the enlistment of members of National Guard units of the respective States, but that any violation of National Guard Regulations governing such enlistments might subject the offending State to withdrawal of Federal aid and recognition. He further suggested that the names of the officers alleged to have violated enlistment regulations be secured and submitted, and promised that a thorough investigation would be made of the specific cases reported.

It is not believed in the War Department that any widespread violation of the minimum age limit for recruits exists. Such a practice is unnecessary in view of the fact that no shortage of available personnel exists in any State. In fact, all States are desirous of securing an increase in the authorized allotment of strength, indicating that sufficient personnel is available all the time to care for expansion, without the obvious undesirable resort to enlistment of young men under the age of eighteen.

The Boy Scouts of America is an organization which has a distinct place in the lives of boys, and National Guard officials lend every aid to its development. But the National Guard has a mission entirely different from the Boy Scouts and their activities can never overlap. For that reason alone there should never be a dual relationship of personnel. Without disparagement of the Boy Scouts, no National Guard officer should do anything to warrant having his organization dubbed "Boy Scouts."

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WAR TIME INSIGNIA REVIVED

The 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., has revived the war time insignia - A Kicking Jackass. This is being painted on both sides of the PW-9's of the 95th Squadron. The noses of the planes are also being painted a bright red.

CATERPILLAR CLUB MEMBERSHIP PASSES CENTURY MARK.

The membership roll of the Caterpillar Club has passed well over the century mark, according to the latest compilation made of parachute jumps in this country. In the last issue of the News Letter, the number of emergency parachute jumps was given as 104 and the number of lives saved as 99. Since that time seven more jumps were made, so that the score at this writing is 111 jumps and 106 lives saved.

While every endeavor has been made to keep as accurate a record as possible of additions to the Caterpillar Club, it is not always possible to do so except in the case of Army Air Corps airmen, who are required to make a special report whenever forced to resort to an emergency parachute jump. It is only through newspaper reports and the good offices of the Irving Air Chute Co. that information is obtained on jumps made by other than Air Corps pilots.

Recent correspondence with the Irving Air Chute Co. disclosed three emergency parachute jumps of which the Information Division of the Air Corps had no record, viz:

August 23, 1927	John E. Heywang, Civilian	Lake Sebasticook, Me.
March 27, 1928	Ensign J.M. Carson, U.S. Navy	Pensacola, Fla.
July 4, 1928	Ralph C. Wensinger, Civilian	Cleveland, Ohio.

Other emergency parachute jumps which have come to the attention of the Information Division of the Air Corps are listed below, as follows:

November 1, 1928	Captain Earl H. DeFord, A.C.	Harpersville, Va.
November 14, 1928	Lieut. Harvey F. Dyer	San Antonio, Texas.
November 14, 1928	Sgt. Frank J. Siebenaler, A.C.	San Antonio, Texas.
November 18, 1928	Paul Collins, Air Mail	Brookville, Pa.

Frequently, when reading newspaper reports of emergency parachute jumps, one notices a headline to this effect: "Parachute Cheats Death." An accident occurred on November 16th last at Port Lavaca, Texas, where the caption "Death Cheats Parachute" would seem to be appropriate. Second Lieut. Frank Z. Corson, pilot, and Private James W. Snedaker, observer, of the 2nd Division Air Service, Fort Sam Houston, Texas, while engaged in tow target practice, collided with a tow target. According to the telegraphic report on this accident the belief is expressed that the tow target fouled the ailerons or elevators. The airplane immediately went into a steep vertical slip and was completely wrecked about one-half mile from the shore. The pilot and the observer jumped with their parachutes, both functioning perfectly. The officer and the enlisted man and their parachutes disappeared within a very short time after striking the water. Motor boats in the near vicinity started search within a few minutes. Up to this writing no report has been received of the recovery of the bodies. ly

All accidents are, of course, regrettable, but it is particular unfortunate that this accident happened when the plane was flying over water, for a parachute landing on terra firma would unquestionably have saved the lives of these two men. The record of the Army parachute for safety is still unblemished, no instance being known of any failure of the chute to function once the jumper cleared the airplane and pulled the rip cord.

A number of reports have been received from airmen who recently joined the Caterpillar Club. These reports are always interesting and instructive, for they outline experiences which may prove helpful to men in the flying game who at some time or another may be confronted with the necessity of resorting to the parachute in order to live and fly another day. Reports recently received and which have not heretofore appeared in the News Letter are given below, as follows:

JOHN E. HEYWANG took off in a home-made seaplane which he had constructed himself from parts of an Avro and Canuck, and powered with an old LeRhone 110 h.p. motor. The take-off was made from the shore of Lake Sebasticook, Maine, and Mr. Heywang got the ship in the air in 18 seconds.

At about 1800 feet the lower right wing broke off and a second or two later the lower left wing also broke off. Mr. Heywang was wearing an Irvin Air Chute, and although he had never before made a parachute jump, he states that he had no hesitancy in jumping. He also states that what impressed him most forcefully during the descent was the absolute quiet that prevailed after the noise of the ship. He drifted over the shore and landed in the trees with only a few bruises and a cut lip.

ENSIGN J. M. CARSON. While engaged in aerial tactics, Curtiss Hawk airplanes A-7410 and A-7420, piloted by Ensign J.M. Carson, U.S.Navy, and 2nd Lieut. I.A. Kimes, U.S.M.C., respectively, collided at 2,000 feet altitude in the vicinity of Corry Field, Pensacola, Fla.

Finding his airplane completely out of control, Ensign Carson jumped, opening his parachute when clear of the airplane, and made a safe landing. Lieut. Kimes was able to bring his plane down under partial control and landed it without injury to himself.

RALPH C. WENSINGER left the Cleveland Airport in a Travel Air biplane piloted by Stewart Kramer, to make an exhibition jump at Chippewa Lake. The parachute Mr. Wensinger intended to use was an exhibition type, stuffed into a bag which was tied to the airplane. In addition to his exhibition parachute he wore an Irvin Air Chute in seat pack as an emergency measure.

He jumped from an altitude of 2,000 feet. His drop, instead of pulling parachute out of its bag, tore the bag in two, leaving a ring of canvass around the parachute in such a way that it could not open. Mr. Wensinger dropped to within 500 feet of the ground in an attempt to get the chute clear. He then pulled the ring on his Irvin seat pack, which opened promptly and saved him from certain death. He landed close to the side of a barn, the exhibition parachute landing on the roof of and on the other side of the barn.

FLYING CADET W. R. SHEPHARD. On a flight from San Diego, Calif., to Long Beach, Calif., on June 18, 1928, I encountered fog banks blowing in from the ocean north of Oceanside, and clinging close to the ground and sea. I flew inward in an effort to go around them but passed through several thin ones, which only kept me out of sight of the ground a few seconds at a time. Soon as I was inland about seven or eight miles with the Santa Anna Mountains on my right and the Santa Rosa on my left. I flew between them and very near to the ground in order to stay under the fog.

As I progressed I entered a fog through which I did not so readily pass. All the while I looked carefully for ground. Soon I felt my ship grow unsteady and I tried my controls for a possible spin. The ship responded so I knew I was not spinning. My airspeed indicator showed the ship diving. I leveled it out as best I could but soon saw a dark spot show ahead. I banked to avoid it. Soon another showed up. I repeated this a few times so decided I must be in a canyon and I knew I could not avoid the mountains very much longer, so I decided the use of my parachute would be my only chance. After putting the plane in a left bank and throttling the motor to half way on the throttle guide, I jumped head first from the plane, pulling the rip cord as soon as clearing the ship. I fell through fog for about half way to the ground and landed on the side of the mountain with a 15-mile wind blowing toward the mountain. No injury whatsoever was experienced. The landing was made on the south side of the San Juan Canyon about 6 miles Northeast of Capistrano, California.

FLYING CADET RAYMOND L. WINN. On a training mission from March Field, Calif., August 13, 1928, I was flying a DH4M-1-T, AC31498, while practicing banks and turns over the vicinity of Nuevo, Calif., about eight miles southeast of March Field, about 8:20 a.m. I started to make a wing over to the left and the ship fell into a left spin. After trying to right the ship and failing to do so, I decided to jump. The ship was completely out of control at the time of my leaving it.

I used the U.S. Army Service Seat Type Parachute, having cut the switches before jumping. I estimate the engine speed to have been about 400 r.p.m. I estimate the speed of the aircraft to have been between 125 and 135 m.p.h. The ship was spinning to the left at the time of my leaving. I stood up in the seat and was thrown clear of the ship. I pulled the rip cord when I thought I was clear of the ship. The ship went into a spin from a wing over and after trying to right it in every known manner and failed I decided to jump. I resorted to the parachute as soon as I realized the ship was completely out of control. I cut the switches, then left the plane, released the parachute and it opened immediately. No trouble was experienced in locating and pulling the rip cord. The wind velocity was about 10 m.p.h., and clear weather. The parachute was oscillating and I landed rather hard. I only received minor bruises from the snap of the harness in the opening of the parachute.

PRIVATE JEWELL S. WILSON. On the morning of September 14, 1928, while flying as observer with Lieut. Pennington in a Curtiss A-3, I had occasion to make my first emergency parachute jump. We had been in the air about three hours and were flying at around 8,000 feet. The air was rough and quite a few rain clouds were encountered, one of which was very strong and threw the plane into a tail spin. The pilot righted the ship at about 3,000 feet. We flew for about five or ten minutes and came upon another of these clouds. It appeared smaller and less furious than the one we had just passed through, however, but it extended higher and was moving faster. The pilot evidently found the wind and rain too strong in this cloud and tried to fly out of it by turning and going back. It was in this maneuver that the ship was caught and thrown into a second spin.

The wind velocity was high and the rain dense, so much so that I had pushed my goggles up to enable me to see the altimeter. The ground could not be seen and I wanted assurance that we were at a safe altitude. I knew that we were losing altitude. However, it had not occurred to me to jump. I noticed the pilot motioning, but I thought he was referring to my goggles. I was not so eager to jump and I did not know that was what he meant for me to do until I saw him throw his leg over the rim of the cockpit and then I was positive of his intentions. It seems that I lost control of all my faculties and for a few seconds I was mentally "out". I made two attempts to rise from the seat before I thought to release the safety belt. I unbuckled it and started climbing out back of the cockpit. I thought it best to do that on account of the tourelle mounting. I climbed out on the fuselage, found the ripcord and jumped. I don't know how far I fell when I pulled the rip cord or how I ever managed to get started. I can't remember any sensation in falling, it didn't last long enough for that, and I can't account for any thought until the parachute opened. My only concern then was where I'd hit and how. I landed quite hard and was dragged about 100 feet before I was able to spill the wind out of the chute. I must have jumped at about 500 feet, judging from the length of time it takes a dummy chute to fall from that altitude in comparison with the time that elapsed while I was coming down. I immediately located the ship thru directions furnished me by a negro and climbed upon the wreck to wait for the pilot. I think my biggest moment of the whole affair came when I saw the Lieutenant on his way toward the ship.

This was my first and only parachute jump. I had often wondered how I would feel and how I would act under such conditions, and now that it is all over I can't recall anything about it. I was not frightened and I did not dread to jump. I knew that if I went down with the ship that I would be killed, there was only one choice, and I took it without any reservations. It all happened so quickly and definitely that I am unable to explain any part of it, other than the visible results. I received a slightly sprained knee in landing; otherwise I'm none the worse and a lot wiser.

MAJOR F. E. EVANS of the 107th Observation Squadron, Air Corps, Michigan National Guard, was flying over Rouge Park Field, Detroit, Michigan, with 2nd Lieut. Edward C. Snell as passenger. He had placed his PT-1 in a barrel roll. The nose of the plane had just risen above the horizon and it banked over approximately 45 degrees when the upper right front wing spar broke. Major Evans signaled his passenger to jump, but the latter failed to do so, and was killed in the crash.

Major Evans stated that he had a feeling of complete safety and confidence in the parachute. "I thought of the long talked of count of four to be certain of clearing the plane," he said, "and decided to wait until I was certain of being clear. The wreckage of plane was falling around me when I decided it was time to pull. I recall seeing the pilot chute far above me and the thought passed through my mind that I had not only lost an airplane but a parachute as well. When the main chute opened I received a terrible jerk, well distributed. I must have gone down headfirst as I whirled around suddenly. Had no feeling whatsoever of falling. Mind seemed clear. When approaching the ground I kicked around until facing the direction of travel in respect to the ground. Fell when landing, but immediately jumped to my feet and ran onto parachute to prevent being dragged. First thought was where my passenger had landed, as I had no idea that he had not jumped even before I did, as I shouted 'Jump!' immediately after the breaking of wing. I apparently hit my head when landing, as I had a slight headache afterwards for several hours, otherwise no ill feeling whatever."

CAPTAIN EARL H. DeFORD, in his official report, stated: "On November 1, 1928, at about 3:10 p.m., at a point about two miles northeast of Morrison, Va., the undersigned made an emergency parachute jump from an AT-5 airplane Number 23-69. At the time of the jump the airplane was out of control. The type chute used was an Irving seat-type. At the time the jump was made the engine was turning over at about 1500 r.p.m., and the airplane was in a tight left-hand spin and to the best of my recollection must have been dropping at 150 miles per hour.

The cause of the jump was a collision in mid-air between the airplane of the undersigned and an airplane of the same type flown by Captain Robert J. Archibald, U.S. Marine Corps. The collision occurred during a formation maneuver.

When the collision took place, my airplane went out of control and due to the spin I was unable to stand up and jump clear. I tried to reach the hand slots on the trailing edge of the upper wing but could not reach them. I finally managed to get my feet on the seat and I forced myself up and out to the right and reaching over the side, caught hold of the trailing edge of the lower wing near the fuselage and pulled myself out of the cockpit, striking the right lower wing and bouncing off into space at which time I pulled the rip cord and the chute opened immediately. I have no recollection of any reactions during or after the jump. The thing which was uppermost in my mind was the fear that I would not be able to get out of the ship at a sufficient altitude to permit my chute to open. After the collision took place at about 1400 feet my chute did open at about 800 feet from the ground. When the chute opened it jerked me hard enough to cause considerable soreness in my neck and shoulders. I suffered no injury from the jump except as stated above."

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EXAMINATIONS FOR REGULAR ARMY AIR CORPS TO BE HELD

Examinations of applicants for appointment as second lieutenants in the Air Corps, Regular Army, in accordance with the provisions of AR 605-5 and special conditions hereinafter set forth, will be held from December 17 to 22, 1928, and from March 18 to 23, 1929, inclusive. Owing to the lack of time, the examination scheduled for December will be held only within the continental limits of the United States.

Eligibility to compete in the examination will be confined to candidates who are qualified flyers falling within the scope of the following classifications: Those who have graduated from the Air Corps Primary Flying School and from the Air Corps Advanced Flying School within the past six years.

Others who satisfactorily demonstrate that they have qualified for flying within the past six years.

By "qualified flyer" is meant any individual who fulfills the necessary mental, moral and physical qualifications for appointment as second lieutenant, United States Army; and who, in the opinion of the boards appointed to examine the candidate and his records, is qualified to enter immediately into the duties required in the tactical units of the Air Corps. This requires ability to fly satisfactorily the type of service airplane in use by any unit to which he might be assigned; also, that the candidate must have flown in heavier-than-air aircraft at least two hundred hours while acting as pilot, seventy-five of which must be alone, and must have successfully completed the course prescribed by competent authority.

Each application should be accompanied by the necessary documentary evidence substantiating the candidate's claim for exemption in the educational examination, as well as credentials establishing his practical flying qualifications. Upon receipt and consideration of such documents accepted candidates will be authorized to appear before specified boards and will be granted such exemptions in the mental examination as circumstances warrant. Candidates whose applications may not be approved will be so informed. In view of the early date of the December examination, applications for that examination should be submitted directly to The Adjutant General, as should also requests for information pertaining to that examination. Applications for the March, 1929, examination will be submitted to the Corps Area Commanders in accordance with Section III, AR 605-5.

Boards of officers to conduct the December examination will be convened at the following-named places:

Mitchel Field, Long Island, N.Y.

Bolling Field, Washington, D.C.

Langley Field, Hampton, Va.

Maxwell Field, Montgomery, Ala.

V-5847, A.C.

Wright Field, Fairfield, Ohio.
Selfridge Field, Mt. Clemens, Mich.
Kelly Field, San Antonio, Texas
Rockwell Field, Coronado, Calif.
Crissy Field, Presidio of San Francisco, Calif.

Chamute Field, Rantoul, Ill.
Marshall Field, Fort Riley, Kansas.
Fort Crockett, Galveston, Texas.
Vancouver Barracks, Washington.

Graduates of the Air Corps Primary and Advanced Flying Schools, who are also graduates of recognized colleges and universities, will be exempted from the entire mental examination.

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EMPLOYEES REWARDED FOR NEW IDEAS

A new innovation in the Depot Supply Department, Rockwell Air Depot, is the "Suggestion Box." While the suggestion box has been in vogue at the Rockwell Depot for some time, the Depot Supply goes a step further and grants an award for the best suggestion during the week made by the employees. It is believed that the employee, being very close to the routine of his work, is in a position to see an improvement oftentimes which might be overlooked by his superior. The suggestion box is a means by which this improvement is brought to light, and the reward given for the best suggestion during the week is an incentive for an employee to think out new ideas.

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IMPROVEMENTS EFFECTED AT ROCKWELL AIR DEPOT

The new addition to the main warehouse, G & H, Rockwell Air Depot, Coronado, Calif., has been completed, and the warehouse personnel is busy moving airplane engines to their new location. As each box is taken from one section to the new section, it is opened, the number verified, the number of overhauls noted, and other pertinent data taken on the condition of the engine. This involves quite a large amount of labor, but it is believed will pay in the end.

The rear section of the Shipping and Receiving Department has been concreted and a new Fairbanks-Morse 20-ton scale is being installed. This will be a useful addition to the Shipping Department, as in the past it has been impossible to weigh a crated airplane at this Depot. The machinery in the Packing Department is also being changed to the new location and all wiring placed in conduits, making a much safer and neater job. The Packing Department was recently equipped with a new Yates-American Saw Bench which also adds to the efficiency of this Department.

On checking up the number of shipments this fiscal year with past activities it is found that the activities of the Rockwell Air Depot increased nearly one-third over last year, and as time goes on it is expected that the percentage of increase will be even greater.

After having spent a number of years working by artificial light, the main depot warehouse is being equipped with monitor sky-lights. This is now under construction, and already a great improvement is seen. The work is progressing rapidly and is probably finished at this writing. The sky-lights will be a great improvement in working conditions in G & H Warehouses.

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PROSPECTIVE AIR CORPS OFFICERS FROM MARSHALL FIELD

Some of the Reserve Officers now on active duty at Marshall Field, Fort Riley, Kansas, will take the examination for appointment in the Air Corps, Regular Army, on December 17th. The examination is being held earlier this year due to a large number of vacancies, and the time left for preparation is short. Those Reserve Officers who expect to take the examination are listed below, as follows:

Lieut. Guy F. Hix
Lieut. Wilbur Erickson
Lieut. Ronald R. Walker
Lieut. Robert E.L. Pirtle
Lieut. Donald E. Broughton
Lieut. Ralph O. Brownfield.

COMMERCIAL AVIATION IN THE HAWAIIAN ISLANDS

By the Luke Field Correspondent

Progress in commercial aviation in the Hawaiian Islands has been somewhat slow in recent months, due to a variety of reasons, principally the lack of landing facilities.

Recently, however, the newspapers of Honolulu have carried accounts which indicate that this condition is being improved. Colonel P.M. Smoot, chairman of the Territorial Aeronautical Commission, has been very active in surveying landing fields and pushing their construction. In the latter part of September he announced that work had already been started on a field on Molokai. This field, which covers 204 acres, will have a 400 ft. wide runway to begin with, he stated. The Colonel announced that while no site was chosen for a field on Maui, several locations will be considered at an early meeting of the Commission.

On the heels of the statements of Colonel Smoot, news dispatches from the coast announced that Edwin A. Lewis, President of the Hawaiian Tours Co., has purchased three planes for commercial use in the Islands and that they were due to arrive in Honolulu during October. Mr. Lewis also stated that he had engaged the services of two well known pilots on the mainland and that they would arrive during the month to open a civilian flying school at Honolulu. The planes purchased by Mr. Lewis are a Swallow, American Eagle and Monocoupe. He has also secured the distributing agency for them for Hawaii, the announcement stated. A try-motored Bach, capable of carrying ten passengers, was also purchased by the company and is expected to arrive in Hawaii in December where it will be placed in immediate inter-island service.

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ADVANCED FLYING SCHOOL PARTICIPATES IN STAFF MANEUVERS

The Air Corps Advanced Flying School participated in the Staff Maneuvers conducted by the Eighth Corps Area from October 22nd to 26th. This was primarily a staff maneuver, and all troops were represented with the exception of the Air Corps. The maneuvers constituted a Field Army, and the Air Corps units were assigned as Divisional Air Service Squadrons and Army Air Force.

In addition to the Advanced Flying School, the 12th Observation Squadron of Fort Sam Houston and the Third Attack Group of Fort Crockett comprised the Air Corps units. Corps and Divisional ground units, which were represented by staff, each had assigned as their Air Service unit two observation airplanes and personnel for their operation. The Army Air Force consisted of an Air Corps Wing, composed of one Pursuit Group and two squadrons, one Attack Group and three squadrons, one Observation Group and two squadrons, and one Bombardment Squadron. The operation of this unit was from Kelly Field. War conditions were assumed, and simulated missions were carried out by Air Corps units. Observation missions were carried out by the Observation units. One night observation mission was conducted with the use of flares. One night Bombardment mission was conducted with the formation of nine airplanes as far north as Austin.

The participating Air Corps personnel at Kelly Field carried out over 400 hours of flying time during the maneuvers. The Headquarters of the Army Air Corps was at Fort Sam Houston under the command of the Corps Area Air Officer. An Air Corps Staff to assist in the conduct of the maneuvers was secured from the Advanced Flying School.

The maneuvers were of valuable addition to the instruction of the students and permanent officers at Kelly Field and constituted the final instruction of the class graduating on October 26th.

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LIEUT. KELLY RECEIVES DISTINGUISHED FLYING CROSS

Probably the most outstanding event in the history of the 4th Composite Group, Camp Nichols, P.I., occurred recently when 1st Lieut. Oakley G. Kelly, 3rd Pursuit Squadron, was decorated with the Distinguished Flying Cross by the Commanding General of the Philippine Department, Major-General Wm. Lassiter, who was accompanied by Governor-General Stimson. Camp Nichols was represented by Captains Charles A. Pursley, Charles M. Savage, Lieuts. Alfred Lindeburg, W.J. Paul, Ralph Stearley and Earl Hoag. Lieut. Kelly and his bachelor companion, Lieut. Murray, entertained a number of the officers and their wives with a luncheon.

AMPHIBIANS CRUISE TO LANAO

An Open Letter from Papa Fletcher, the Sky Pilot of Moroland

"Zamboanga, P.I. 1928

Editor, Mindanao Herald:

You have asked me to give you a little something about our flight to Lanao and Cotabato. That's just like you, John, to ask a man to do something around the end of the fiscal year with all the office work piling up. You needn't expect much.

At 6:30 a.m. on the 23rd, three army amphibian planes left Zambo for Camp Keithley. Major Kilner handled the tiller of No. 1 and had Papa Fletcher on the quarter-deck and Master Sergeant Lee in the lower hold. 'Baldy' Pirie held the sticks on No. 2 with Lieutenant Watkins on the fore-peak as anchor handler. 'Micky' Patrick was on the bridge of No. 3 with Lieutenant McClelland and 'Spider' Kelly in 'tween decks and aft lower hold, respectively.

Kilner throws a wicked stick. I suspect that he did his darndest to put her into a tail spin because if he could throw me out he would gain one file. On the quarter-deck I was holding down I found a batch of canvas, straps, buckles and such like which I was told to drape about me. I said, 'Hell, no, let Sgt. Lee have them.' Kilner said, 'No, he's down below and it won't do him any good anyway.' I struggled with the stuff for a spell and by the time we were about half way to Ganassi I decided to sit on the whole works. John, I'd like for you to tell me what good a parachute is going to do a fellow who is flying over water one thousand fathoms deep, and in some places deeper!

Kilner set a compass course direct for Ganassi, on the southwest shore of Lake Lanao. This took us right across lower Olutanga, the narrowest part of Baganian Peninsula, just south of Lake Nunungan, and a little north of Lake Dapao. The ship handled beautifully.

It was an ideal day for flying and visibility was very good. Shortly after leaving Zambo, Mount Malindang, way over in Misamis, loomed up, and a few minutes later the Butig mountains began to take form. The Ganassi peaks, however, were obscured until we were right on them.

I enjoyed this leg of the flight very much because it took me across the Lake Nunungan country, through which I struggled and fought leeches and mosquitos for months, nineteen years ago, while chasing wily old Mamintong and his band of outlaw Maranaos.

The flying distance from Zambo to Camp Keithley is 170 miles. It is doubtful if there is a more glorious flight of the same length anywhere in the world. With the ever-changing color of the sea over the coral reefs and great depths, the gem-like little lakes nestling among magnificent peaks, the cultivated lands around Lakes Dapao and Lanao, the beautiful cloud effects, the rushing mountain streams flecked with occasional waterfalls, the Mohammedan mosques, the uplifted faces and waving arms of thousands of Moros in their colorful dress - nothing seemed to be missing from an entrancing and unique panorama.

There were a couple of minutes while over the jungle when it would have been mala suerte if the engine had suffered a cramp in her barriga. By the way, John, is a plane a female? Those planes climbed wonderfully. When Kilner would lean back to read one of my wise notes our darned plane would climb so fast that the instrument couldn't keep up with it. And speaking of instruments, I never saw so much useless junk on the bulkhead of any ship. When we started I thought that we should have lots of altitude while kiting across the mountains and I had my line of dope all worked out. I was going to jettison about a ton of instruments and things.

One hour and fifty-five minutes after leaving Zambo we dropped anchor near the piers of Camp Keithley on the north shore of Lanao. All hands jumped into 'Commercial' Smith's truck and shoved off for Maria Christina Falls. Isn't it a strange thing, John, that a man who will take an old rattle-trap plane up in the air a couple of miles and turn it over and drop it to within a couple of feet of the ground, will turn green with fear when he gets into a lowly truck driven by someone else?

Things went well until we were within a hundred feet of the two-hundred-foot drop into the Agus Canon. Smith's brakes went kabluay. It was a case of heading her into the jungle by ground looping or trying to mill her to a standstill. Papa slid his skinny carcass through one of the portholes, grabbed Smith's adopted son and said 'Gentlemen, I am awfully glad to have knowed you!' The contours of the ground helped Smith to stop the truck just in time to save Papa the labor of

beating the wild hogs to the remains.

Maria Christina was never more wonderful. The beautiful perpetual rainbow arched from the foot of the falls to a point a hundred yards down stream. Baldy Pirie is either half-witted or carries lots of life insurance. He had one of those moving picture affairs. In order to get a good shot at the falls from top to bottom he had to hang on by one heel. Spider and Papa held on his flimsy belt while he turned the crank. By the way the muzzle was pointed I believe that he got some good shots at the tops of the jungle trees.

The trip back to Camp Keithley in Smith's truck was such a hazardous voyage that the fliers left their fingerprints on the stanchions of the bus. A start for Cotabato was attempted at 7:00 a.m., the 24th, but Baldy Pirie's amphibian had throat trouble and he didn't think it advisable to start over the Dutig mountains without knowing what his oil pressure was. Kilner with Papa and Sgt. Lee took off and had a look-see around the northern part of Lanao, then landed to give aid to No. 2.

It is strongly suspected that the junior officers had a scheme to gain three files. All three Majors were piled into No. 1 with Kilner handling the reins. Clam Face Watkins and Sergeant Lee started in to dismantle the old crate. Their only tools were an old suit case knife and a broken stillson wrench. Micky Patrick, after taxi-ing all over Lake Lanao, managed to get No. 3 into air. Taking a look at Maria Cristina from the air he dropped a message informing his commanding officer that he, Mack and Spider were going to Cotabato to get a batch of hot cakes.

All of this shifting of personnel made a 'muck' out of Papa who heaved on the anchor, and as the ship started to drift into No. 3, Kilner gave her the gun. The bottom of Lake Lanao is covered with a vine-like water cress. As No. 1 surged ahead the anchor gathered up this stuff. It's no mean job for a man in his light fifties to haul in an anchor with three hundred pounds of junk hanging to it. The mud hook being duly stowed Kilner hit her up for Cotabato after promising Clam Face that he would go to Zambo and get some throat gargle for the ailing ship. We soared right over the Ganassi peaks. Charts show that these peaks are 5,200 feet in height. With the altimeter in No. 1 reading 5,200 feet we seemed to be about 300 feet above the highest peak.

Anchored in the Cotabato River at 9:40 a.m., and found that Mack was fueling No. 3 with the aid of Micky and Spider. Governor Gutierrez had everything in apple pie order. At 10:30 a.m. Baldy decided that he would take the Governor and Papa for a trip up over Lake Liguasan and Fort Pikit. Just above Cotabato there is a bunch of telegraph wires crossing the river about fifty feet above the water. The Governor had hung a white cloth on these wires. Baldy headed his boat up stream and got into the air much sooner than he expected. I was intently watching the maneuver and wondering whether we were going over or under the wires. Then I happened to think that probably Baldy had one of those contraptions called 'Hell I Copped Her'. As we shot under the wires our left wing touched the flag and I said 'Hell, He Nearly Copped Her!' The flight over Pikit was wonderful. The Governor occupied the forenoon hold and could look out of the side port-holes. He enjoyed the trip very much.

Mrs. Gutierrez served one of her incomparable lunches to the tired birdmen. When landing in the Cotabato River, Papa dropped the anchor. When an attempt was made to get the anchor back on board, Baldy and Papa heaved with all their strength and could not budge the thing at all. Local divers were sent down to locate the trouble and found the anchor tangled in a batch of Brooklyn street-car tracks.

As No. 1 and 2 were about to take off for Zambo in blew Clam Face and Lee with No. 3. They had fixed the old crate up with parts of a mowing machine and an old sickle. These guys could make a tin lizzie fly. At 4:00 o'clock, after bidding the kind Cotabato folks adios, all three ships hit it up for Zambo. Mack had the two Manila majors in his crew as macks, Watty took Lee and Micky Patrick took Papa and Spider. No one seems to know why old No. 3 likes to stick so close to the water. She's a cranky old girl. After kicking her in the pants for a quarter of an hour Pat got her to move. Then she took the air rather nicely.

The 155 miles from Cotabato to Zambo were covered in 92 minutes at an altitude of seventeen feet. A very enjoyable trip. Sorry I have no more to relate, Old Top. The result of the search for landing fields is a military secret which we cannot divulge, owing to the lurking land profiteers.

In a hell of a haste,

PAPA FLETCHER.

-Mindanao Herald.

CLASS PARADE OF AIR CORPS ADVANCED FLYING SCHOOL

The students of the last graduating class of the Air Corps Advanced Flying School, Kelly Field, Texas, participated in a parade on Friday afternoon, October 19th, followed by a dedication of a class memorial.

The parade started at 2:00 p.m., Lieut. David Hackman acting as Marshal. He was dressed in the uniform of his office, an Egyptian Sheik, smoking a German pipe. He was astride a beautiful, unclipped white charger, which had spent the previous morning asleep in a stable mud-hole after it had returned from its duties as motive power for the garbage chariot. The Marshal was followed by the Post Band. The Quick Thinking Pursuiters came next, led by their Hula drum corps. The beautiful rhythm of their steady beats and the swaying of their graceful bodies caused nothing but complimentary comments from the spectators.

A float followed, titled "Bombardment, The Slow Thinkers," which was manned by members of the Pursuit Section. It showed "Bombardment" lying in a G.I. cot, very sick. Another float followed carrying a banner titled "Attack, Non-Thinkers." Unfortunately, the Attack Section was on a cross-country that day and was not able to retaliate. The Bombardment came next, all astride heavy, slow speed, lazy, underpowered, draft horses, riding in seven-horse formation. Arriving in front of the reviewing stand, they changed to column and from column back to "V" formation. Some of the horses, characteristic of the types they represented, were slow to respond to the controls, and some of them fell off on a wing (slipping on the hard, hard pavement). This Section was dressed in coveralls, helmets and goggles, wearing parachutes and carrying a control wheel. The section was led by a student, dressed and disguised as their distinguished Senior Instructor. He was immaculately attired in uniform, a large, well waxed red mustache gracing his face. He carried a stick and led a small pooch hound on the end of a ship's hawser. He looked more like Lieut. Monahan than Lieut. Monahan does himself, and Lieut. Monahan had several characteristic poses (standing erect with hand on hip, twisting his mustache with the other) taken of his imitator so that, in the event the Adjutant General or the Chief of Air Corps desires his photograph he will not have to take time for a sitting but will merely send forward one of these prints.

The Bombardment was followed by two members of another section carrying a bomb on a stretcher. The Observation Section was last but not least. It was led by its Scotch Swinnette Haig and Haig Band, which rendered melodious tunes throughout the parade. The drum major unfortunately broke his baton just prior to the start of the parade and was forced to use a sewer suction pump to keep the time. With so little practice the Band did excellently, and the soft music which emanated from the golden trumpets and the perfect time kept by the drummers produced the most favorable comments from the severest critics. This section of the parade was the largest, due to the fact that they had more specialties to demonstrate.

The floats were as follows: "Close Reconnaissance," an observer looking through a large key-hole with a pair of field glasses at a student, undressed as a red headed woman taking a bath; "Aerial Photography," a student with a Brownie Eastman Camera tied on the end of a bamboo fishing pole extended over an enclosure marked "Ladies Dressing Room." As true to the practice (?) of the Photo Section, the pictures taken were developed and distributed throughout the length of the march. The finished copies resembled to a marked degree pictures often seen in a well known magazine on Art. A student followed pushing a dolly on which was mounted a very small kitchen stove with the caption "Miniature Range." A student carried a banner saying "The Road to Success in Observation is Gravelly," indicating the well known Senior Instructor in the Observation Section. A student with a fish pole over his shoulder held by another in the rear and on the extreme end of which was tied a bottle, which at one time contained something over $\frac{1}{2}$ of 1%, followed. Try as he could the student was unable to reach the bottle. The significance was appropriate as the student was Fred Fishback or "Fred Still Fishing." The solemnity of the occasion was disturbed by a student shooting off smoke bombs. The parade came to an end by that eminent Air Corps philosopher, etc., Lieut. Dache Reeves coming up in the rear, carrying a standard, "Observation, Above All."

The parade came to a halt before the band stand in front of the Commandant's quarters, where the Memorial to be dedicated was hidden by a white tent. The ceremonies started with a snappy march selection by the Swinnette Band. Lieut. Eareckson, the drum major of the Swinnette Band, dedicated the memorial in the

name of the class. With a few well chosen words, he enumerated the motives which prompted the presentation of this fitting little monument. His speech was very touching and appropriate. The Memorial was accepted with a short speech by Major C.L. Tinkor, A.C., in the name of the Air Corps Advanced Flying School. To the strains of a late Hungarian waltz, played and demonstrated by the Swinnette Band, the string was pulled and the Memorial unveiled. It was a large G.I. can sitting on a Texas mahogany pedestal on which was inscribed "Class of November, 1928."

Not a dry eye was present as the spectators slowly passed about this shrine to view its beauties from a close angle.

(P.S. The Memorial was back on duty the next day, just in rear of the kitchen of the Officers' Mess).

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RETIRING NON-COMS. HONORED WITH AN AERIAL REVIEW

First Sergeants Harry Jowett, 7th Observation Squadron, and James Franks, 63rd Service Squadron, France Field, Panama Canal Zone, have the distinction of being the first enlisted men of the Panama Canal Department to receive the honor of an aerial review upon retirement.

Sergeant Jowett enlisted at 1316 Filbert Street, Philadelphia, Pa., on July 1, 1898, and his first assignment was to Company L of the 21st Infantry, then stationed at Plattsburg Barracks, N.Y. He served continuously in various units of the service, including the 2nd Infantry; 3rd Field Artillery; the Ordnance Department at Augusta, Ga.; 1st Battalion of Engineers at Washington Barracks, D.C.; Motor Transport Corps at Sandy Hook, N.J.; the Air Corps at Bolling Field, and the Panama Canal Department. He was retired on October 1, 1928.

Sergeant Franks first enlisted at Bellefonte, Pa., on June 22, 1899. He received his recruit training at Bedloes Island in New York Harbor. He was sent as replacement from Recruit Barracks to Porto Principi, Cuba, where he was assigned to Troop F of the 8th Cavalry. He remained in Cuba until April, 1902, when he returned to the United States, and since that time he has served in various branches of the service, including the Ordnance Department, Coast Artillery Corps with stations at Fort Howard, Md.; Fort Slocum, N.Y.; Fort DeLesseps, C.Z., and in the Air Corps at France Field. Sergeant Franks was retired at this station on September 25, 1928.

In both cases of retirement, the good wishes of the Commanding Officer, officers and enlisted men of France Field accompanied them in their well earned retirement, and in the orders published by the Commanding Officer, France Field, a statement was made to the effect that the services of these First Sergeants during the past thirty years set a mark at which the younger members of the service can well aim.

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INSTRUCTORS SCHOOL CONDUCTED AT KELLY FIELD

The Air Corps Training Center Flying Instructors School was recently in active session at Kelly Field, San Antonio, Texas. The course started on October 3rd and lasted a month. Captain John I. Moore was in charge and had as his instructor personnel Lieuts. Nelson, Toohar, Carter, Walbridge and Warren R. Carter. A total of 25 officers of the Air Corps from stations about the country took the course.

The course at this school consists of one month's intensive training in the advanced methods of flying training in all air maneuvers. Its purpose is to increase the efficiency and the coordination of all flying instruction given at the Air Corps Flying Schools.

The equipment used were PT-1, PT-3 and DH airplanes. The 40th School Squadron is charged with the maintenance of this equipment.

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LIEUT. CRUMRINE ASSIGNED TO 18th PURSUIT GROUP

First Lieut. Clarence C. Crumrine, Air Corps, who was the advance man in Greenland for the Around-the-World Flight recently arrived for duty in the Hawaiian Department and was assigned to duty with the 18th Pursuit Group at Wheeler Field, Schofield Barracks, T.H.

Lieut. Crumrine is the third officer connected with that epic achievement

to be assigned to Hawaii. Captain Lowell H. Smith, commander of the flight, is now stationed at Wheeler Field, and Lieut. R.J. Brown, whose organizing ability made the flight possible, is on duty as Assistant Air Officer of the Hawaiian Department.

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LANDING A MACHINE GUN CREW WITH PARACHUTES

Another demonstration of the feasibility of landing ground troops with machine guns was given at Brooks Field, San Antonio, Texas, on the afternoon of October 19th. Cameramen made a record of the jumps for the news reels. One man came down first from a single plane so that the cameras could catch an individual jump, and shortly afterwards five more men jumped from a five-ship formation at a 3,000 ft. level. A Martin Bomber dropped the machine gun as soon as the crew landed, and it was set up and firing within three minutes.

Enlisted men making the parachute jumps were: Staff Sgt. Wilbur Lago, Privates R.W. Stevens, Loreian Tolle, Theodore Miller, M.A. Lamparty and Fred H. Natierski.

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FAST FLIGHT FROM INDIA TO ENGLAND.

According to a prominent London newspaper, the recent flight from India to England made by Captain C.D. Barnard and Flying Officer E.H. Alliot, in their Fokker airplane, was the fastest ever made between these two countries. Leaving Karachi, India, at dawn on Sunday, and making only four landings on the way, the airmen succeeded in covering the distance of nearly 5,000 miles in $4\frac{1}{2}$ days.

The landing was made in picturesque circumstances. The sun had set, the boundary lights of the airdrome at Croydon were flashing, the buildings were picked out in red lines which dimly revealed crowds of people standing on the roof of the airdrome hotel, and a powerful flood light showed a fan-shaped beam over the grass of the landing surface.

At 8:50 p.m. the siren signalled that the machine had been sighted from the control tower, and a moment later a faint hum disturbed the stillness, and the machine could be seen silhouetted against the faint purple of the evening sky. The plane circled around the airdrome, and then glided in, and - sharply picked out by the flood light like an actor on the stage - it made a perfect landing.

It taxied up to the airdrome buildings and, amid the cheers of the small crowd of spectators on the airdrome, Captain Barnard and Flying Officer Alliot stepped out. Colonel Ivor Edwards, representing the Air Ministry, received them.

"Our first stage was from Karachi to Bushire on Sunday," Captain Barnard stated. "On Monday we took off with the intention of flying to Aleppo, but being delayed by head winds, we had to land in the desert on the way. We reached Aleppo on Tuesday, and on Wednesday we flew on to Sofia.

"Today we have flown non-stop about 1,400 miles by the route we chose. Our object was to demonstrate the practicability of an organized air service with present day machines between India and England."

The fastest previous flight between India and England was made by Messrs. Brock and Schlee, the American airmen, and by Mr. Bert Hinckler in an Avro-Avian light airplane. In both instances the time taken was seven days. By the fastest mail steamer the journey takes three weeks.

Fast flights to India have so far been dogged by bad luck. The attempts made by Flight Lieut. Carr, of the Royal Air Force, failed on two occasions when he was forced to land on the way.

The Fokker machine (the Princess Xenia) used by Captain Barnard and his companion, is a Dutch-built monoplane with wood-covered wings. It has a British Bristol air-cooled engine. It was used by Captain McIntosh in his attempt to fly the Atlantic from Ireland, and was also used in a projected non-stop flight to India, being forced down in Poland.

Captain Barnard is a well-known long-distance flyer, and many outstanding achievements stand to his credit. Flying Officer Alliot was formerly a test pilot at the Royal Air Force experimental establishment at Martlesham Heath.

WAR DEPARTMENT ORDERS AFFECTING A.C. OFFICERS

Changes of Station:

Upon completion of tour of duty in Hawaiian Dept., Major Henry J.F. Miller and Lieut. Lewis A. Dayton to duty at Langley Field, Va.

1st Lieuts. John M. McDonnell, Kelly Field, and Wallace E. Whitson, March Field, to duty in Philippines, sailing from San Francisco about Feb. 6, 1929.

Upon completion of tour of duty in Philippines, 1st Lt. David G. Lingle to Wright Field, O., and 1st Lt. Elmer D. Perrin to Chanute Field, Ill.

2nd Lieut. Charles G. Pearcy, to Brooks Field, Texas, upon completion of tour of duty in Panama Canal Department.

1st Lieut. Benjamin F. Griffin from Air Corps Tactical School, Langley Field, Va., to duty in Hawaiian Dept., sailing from New York about March 8, 1929.

1st Lieut. Lawrence C. Craigie, Brooks Field, to Panama Canal Dept., sailing from New York about February 21, 1929.

Captain Clearton H. Reynolds, from Ft. Sam Houston, Texas, to Selfridge Field, Mt. Clemens, Mich.

Major Edwin L. Lyon from Office Chief of Air Corps, Washington, to Panama Canal Zone, sailing from New York about April 18, 1929.

Lieut.-Col. Harry Graham from Wright Field, Dayton, O., to Headquarters 3rd Corps Area, Baltimore, Md.

1st Lt. Jesse A. Madarasz from duty as student, Advanced Flying School, Kelly Field, Texas, to Chanute Field, Rantoul, Ill.

Captain Wm. D. Mayer, Wright Field, to Fort Sam Houston, Texas.

2nd Lt. Herbert W. Anderson, Fort Crockett, Texas, to Wright Field, O.

Captain Lawrence P. Hickey, upon completion tour of duty in Philippines, to duty with Air Corps Detachment, Fort Leavenworth, Kansas.

1st Lieut. Harold L. Clark, Kelly Field, to Office Chief Air Corps.

Transferred to the Air Corps:

2nd Lieut. John G. Moore, Field Artillery, Oct. 20, 1928, rank June 12, 1924.

2nd Lt. George V. Holloman, Inf., October 24, 1928, rank from June 30, 1925.

2nd Lt. James S. Stowell, Inf., October 20, 1928, rank from June 12, 1924.

2nd Lt. Glenn O. Larcus, Cavalry, November 8, 1928, rank from June 30, 1925.

Detailed to Air Corps and to Brooks Field, Texas, March 1, 1929, for training:

2nd Lieut. Thomas F. Trapolino, Cavalry.

2nd Lieut. John M. Sterling, Field Artillery.

2nd Lieut. Leon W. Johnson, Infantry.

Relieved from Detail to Air Corps:

Major George M. Peek to 5th Field Artillery, Fort Bragg, N.C.

Promotions:

Captain Oliver P. Echols to Major, with rank from November 2, 1928,

1st Lieut. Harry A. Dinger to Captain, with rank from October 27, 1928.

1st Lieut. Edwin F. Carey to Captain, with rank from October 27, 1928.

1st Lieut. Merrick G. Estabrook to Captain with rank from October 30, 1928.

Resignation:

Captain Edwin E. Aldrin



The Nemesis of the 39th
School Squadron, A.C.

NOTES FROM AIR CORPS FIELDS

France Field, Panama Canal Zone, October 25th.

Lieut. Pardoe Martin, who has been on detached service as Army Observer with the Marines in Nicaragua, paid us a visit on October 19th. He flew down here in a Fokker tri-motored Transport in company with some Marine officers and men who brought a flight of two Fokker Transports to Panama. The planes received minor repairs and the personnel were given a good time while here. The visitors took off for Managua on October 26th.

Every afternoon between rains, you can see about 90% of the command on the baseball field participating in inter-squadron baseball games, and it is surprising to note how many baseball enthusiasts there are on the post. Even a game made up of "scrubs" on a Sunday will draw a crowd of two or three hundred spectators.

Boxing also has its place in the athletics of this station, and the boxing officer has a whole platoon of "pugs" training every day for the Department Boxing Competition to be held at this station during the early part of December.

Last but not least, in between the crack of the bat and the slam of the boxing glove, you can hear the bang of the 45 pistol on the France Field target range, which indicates that the France Field pistol team is diligently practicing on the Standard American Target and making every effort to fit themselves to win the high places in the Department Commander's Annual Small Arms Competition to be held at Fort Clayton on December 17, 1928.

The team for the shoot this year will consist of 1st Lieut. H.G. Crocker, Team Captain; Master Sgt. Sigurd L. Sorenson, Master Sgt. Floyd B. Haney, Master Sgt. Willard D. Lucy, Staff Sgt. Leo Laquatra and Private Stephen Sislock.

1st Lieuts. Wm. E. Bleakley and Edwin F. Carey recently reported for duty at this station. The former was assigned to duty with the 24th Pursuit Squadron and the latter to the 63rd Service Squadron. Lieut. Carey has, in addition to his other duties, been assigned to duty as Marine Transportation Officer.

Master Sgt. Aurand, replacement for Master Sgt. "Pete" Biesiot, arrived at this station on the last transport and is now on duty in the Intelligence Office.

Staff Sgts. Hamilton and Leonard, replacements for Staff Sgts. Brainard and Rush, arrived at this station and were assigned to the 7th Observation Squadron and 63rd Service Squadron, respectively.

Lieut. Cronau and family returned from the States on the last transport, having spent several months' vacation in the Eastern States.

Good cigars come high! A lot of them, say about 50 or so, spells money, and when a fellow loses it hurts his pocket. Lieut. "Charlie" Howard is the one who lost in the recent Alibi Contest. Recently when the LE-5 went into the ocean, the Judge asked him for his alibi. No doubt he hadn't had time to think up a good one, so he said: "Well, you see it was like this --- I looked down and the skipper was gone. You see I just missed the skipper," and the rest being unintelligible mutterings, the Judge said: "You're stuck."

Camp Nichols, Rizal, P.I., October 1st.

Flight B, 2nd Observation Squadron: Since the delivery of six new Douglas O-2E's, the status of aircraft in Flight "B" has shown a decided improvement. Formations are common, and every pilot wears a smile.

Short-timers are beginning to sound off. Don't know whether the noise is really heartfelt or just force of habit.

Staff Sgt. George S. Dooley and Cpl. Harry I. Hall are reporting back to the States on transport scheduled to sail from Manila October 27th.

Staff Sgt. Ray R. Willett finished another hitch September 13th. He just couldn't quit and is in for another three years.

Headquarters 4th Composite Group: The acting First Sergeant, Sergeant Simmons, was appointed Air Mechanic, 2nd Class, and placed on special duty with Flight "B".

Sergeant Dolliver is doing guard this month and says it is just a holiday.

Sergeant Fitzpatrick, Radio Operator, is waiting for the weather to clear so that he can leave for San Jose, Mindoro, where he will assist in the installation of a new short wave radio set.

The Inter-Regimental Bowling and Basket Ball Leagues are now in full swing with the following results: Camp Nichols leads in bowling with 17 games won and one lost. In Basketball, six games were won and eight lost. Tennis and Baseball

are just in the formation stage.

28th Bombardment Squadron: The death of Staff Sgt. Emil G. Schmolka on September 11th at the Sternberg General Hospital was a great shock to his many friends. Sergeant Schmolka died as the result of an airplane accident on August 23, 1928, near Calumpit, P.I. Interment took place at Fort William McKinley on September 13, 1928. He leaves a widow.

Sergeant George J. Parker was discharged on September 10, 1928, for the convenience of the Government and is now Warehouse Superintendent of the Philippine Air Depot.

Master Sgt. and Mrs. Kellems announce the arrival of a fine baby girl on August 31, 1928, at the Sternberg General Hospital, Manila. Sergeant Kellems sails on the October Transport, and will be stationed at Brooks Field, Texas.

First Lieuts. Corley P. McDarment, Charles B. DeShields and Hez McClellan, having completed their tour of foreign service, have been ordered to return to the U.S. on the October transport. Their assignments are as follows: Lieut. McDarment to Langley Field, Va.; Lieut. DeShields to Post Field, Fort Sill, Okla., and Lieut. McClellan to Mitchel Field, N.Y.

The Squadron received with open arms five new Keystone Bombers on August 22nd. Work was started assembling them.

6th Photo Section: The 6th Photo Section Training Program is about completed. Instruction in developing, printing, enlarging and supply work has been given to the entire Section, which at the present time consists of sixteen men. In addition to the training work, the men of the section have been busy painting, repairing old equipment, and installing a new negative and photographic print filing system.

Colonel Max C. Tyler, Department Engineer, has found it necessary to hire five draftsmen to take care of the hundreds of photographic prints furnished that office for the Pataon Peninsular map. This map is being made in connection with the Philippine Department progressive military program.

The United States Coast and Geodetic Survey, Bureau of Lands and Bureau of Forestry, have received the first shipment of photographic prints of the 5,000 square miles northeastern Luzon mapping project. The photographs of this unexplored area were made last May and June from the flying base of Aparri and Casiguran Bay.

Staff Sgt. Patterson is returning to the States on the October boat. Photo Section Commanders needing an expert camera repair man should meet the boat at "Frisco."

The whole Photo Section was "up in the air" last week. The Douglas Transport was assigned to the Section for a few hours for the purpose of giving the dark room boys an opportunity of clearing their lungs of chemical fumes.

The "Hypo Hounds" are still bragging about their victory over the Sternberg Basketball team, which the post team failed to defeat.

Kindley Field, Fort Mills, P.I., October 1st.

2nd Observation Squadron: The month of September has been one of rain, rain and yet more rain, with incipient typhoons keeping us on the alert. Flying activities have continued, however, from our north hangar, away from the rippling (or raging) waters of the China Sea.

A war condition period on the "rock" ushered in the month, and the nights were made hideous by "call to arms" at all sorts of ungodly hours. Landing parties were repelled, however, and the peace came.

Personnel here are considering applying for additional pay due to the hazards of necessary and frequent trips by automobile to topside, via Kindley Field road, and are glad of the comparative safety of an airplane, mile high.

Those who have served here will recall the cliffs at the base of which our road winds, and won't be surprised at the tale of an avalanche. Some severe hundred tons of earth and boulders mark the place where the road was, and the landslide missed the Kindley Field bus by minutes only. We are more or less marooned and will be for several weeks. Ice and provisions are received by boat and hoisted per dolly to waiting transportation.

Lieut. and Mrs. Meloy and Mrs. Dunlap returned from China during the month and were greeted with the necessity of climbing Malinta Hill in the dark to reach home. Pouring rain speeded their tired feet. Vince reports that China is wonderful, but it's better to read about it.

Another returning officer was Captain L.C. White, Flight Surgeon, who came back commercially from a few days leave in the States.

The sound of "gas" was common for a while last month. Lieuts. Dunlap, Watkins, Rouch and Davidson made daily afternoon trips to Topside to imbibe more learning, while Park Holland sat back in his easy chair and wished them well. He recollected that last year he had "volunteered" for the course.

Clark Field, Camp Stotsenburg, P.I., October 1st.

3rd Pursuit Squadron: The month of September saw Lieut. Oakley G. Kelly presented with the D.F.C., after several years of waiting. The Cavalry and Camp Nichols aided the 3rd Pursuit Squadron and General Lassiter made the presentation. The ceremony was followed by an aerial review. Congratulations and "cumshaw" followed the review.

Lieut. and Mrs. Carr left for Baguio for thirty days' detached service. Despite the fact that they came back six days early, they said they enjoyed Camp John Hay immensely.

Last but not least, our pride and joy, Lieut. Bill Irvine, stepped into trouble in a down wind take-off in formation when he hit a soft spot on the field. No injuries except to the ship. Two wings, half the landing gear and a prop suffered when he ended up on his back.

Marshall Field, Fort Riley, Kansas, November 16th.

The 16th Observation morale is mounting higher with two more O-2H's and the promise of three more, which will make us one short of our full quota. We need every one of them, as our training schedule with the Cavalry and the dedication of airports keep all our available planes and pilots busy.

We enjoy these missions, especially the cross-country to the various towns in the Corps Area for the purpose of Airport dedications. The recent dedications have been Algoona, Iowa, in which three planes took part; Omaha, Nebraska, to which all planes were sent, and Davenport, Iowa. At the conclusion of the last dedication two pilots were ferried to Dayton where two reconditioned O2-H's were turned over to them.

Captain Gates and Lieut. Duncan proceeded to Chicago following the dedication of the airport at Davenport and returned Nov. 15th.

Major Robert E.M. Goolrick, Commanding Officer, went to Washington to attend his mother who is ill.

The Squadron played a large part on the program of the capture of Chaldron Farm, enacted by the men of this command on October 27th. Two ships from Leavenworth also took part in the program.

The Squadron has taken a lively interest in bowling this season, and both officers and enlisted men have now a large share of tournaments played with other organizations.

We have a good Basketball team with which we expect to win the pennant.

Lieut. D.C. Rose just arrived at this station from the Advanced Flying School at Kelly Field.

Maxwell Field, Montgomery, Ala., October 24th.

A large group of Confederate Veterans were housed at this field during the recent State Reunion of the Alabama Division, at Montgomery, Ala. These Veterans have been comparing the arms used by them during the war between the States with the modern implements - airplanes, bombs and machine guns.

Being centrally located in the South, Maxwell Field has become a very important link in the Military-Naval airway system, and consequently has the pleasure of entertaining many people of prominence, traveling by air, both military and civilians.

During the last few months the following were visitors: Former Assistant Secretary of War, Mr. Hanford MacNider; Costes and LeBrix, the French Trans-Atlantic Good Will Fliers; Will Rogers, the humorist; the tri-motor Old Gold Advertising plane; General James E. Fechet, Chief of the Air Corps; Assistant Secretary of War, F. Trubee Davison; Mr. Hawks of the Texas Oil Company; the Chilean Ambassador, Don Carlos Davila; Mr. Applegate in a British D.H. Moth plane; Mr. R.H. Fleet, connected with the Consolidated Aircraft Company of Buffalo, N.Y.; a flight of 26 planes from the Attack Group at Galveston; a flight

of five Marine Corps planes under the command of Major Lutz; 80 planes comprising the Demonstration Group under command of Brig. General J.D. Foullois; and a flight of 14 Army Bombing planes enroute to the races in Los Angeles.

In addition to the notables, there is a constant stream of air officers, Army, Navy and Marines, who make Maxwell Field a port of call.

The Air Corps at this station is constantly in receipt of communications regarding enlistments where vacancies are not available. For this reason Maxwell Field has within the last year been able to pick the very choicest material for its personnel. Unquestionably with the expansion of the Air Corps under the five year program, Maxwell Field is destined to be one of the most important air posts in the country.

Rockwell Field, Coronado, Calif., November 3rd.

During the past few weeks Rockwell Field was honored by visits from numerous high ranking officers of the Army. Major-General Frank D. Cheatham, the Quartermaster General, visited this station October 31st in connection with the new construction program for Rockwell Field. Brig.-General J.D. Foullois, Assistant Chief of Air Corps, accompanied by Captain Hunter, arrived by plane from Tucson, Ariz., on October 28th. After a thorough inspection of Rockwell Field and its activities, General Foullois departed for March Field the following day, accompanied by an escort of nine PT-9 planes from this station. On October 16th Brig.-General Frank Parker, Assistant Chief of Staff, paid us a visit.

1st Lieut. F.D. Valentine recently arrived here for duty after a tour of duty at West Point. He was assigned to the 11th Bombardment Squadron and, in addition, is performing the duties of Post Athletic Officer.

Lieut. John K. Hissley is another recent arrival at this station from Langley Field, Va. He was also assigned to the 11th Bombardment Squadron and appointed Police and Prison Officer and Assistant to Post Quartermaster.

Major J.H. Houghton, Chief Engineer Officer of the Rockwell Air Depot, and 1st Lieut. C.P. Kane, Depot Supply Officer, returned to this station October 23rd after attending the annual Engineering-Supply Conference at Wright Field, Ohio.

Mr. M.H. Hunter, Ammunition Foreman, 9th Corps Area, arrived recently for the purpose of making a general inspection of the ammunition storage conditions here.

The Officers' Club, Rockwell Field, entertained at a Hallow'een Costume Dance on the evening of October 27th. The Club was attractively decorated with bales of hay, pumpkins, corn stalks and serpentine. Refreshments consisted of apple cider and pumpkin pie. Costumes representing everything from shower baths to automobile tires were in evidence. Captain "Red" Black, as a French maid, pushing Lieut. H.R. Dexter in a baby carriage, took the honors. Lieut. Dexter was appropriately dressed as an infant. Officers from Camp Hearn, Fort Rosecrans and the Air Corps fields in this vicinity were invited. Several smart dinner parties preceded the dance.

Lieut. C.P. Kane, Depot Supply Officer, was host recently to the Depot Supply Office personnel, entertaining at a bridge party at his home in San Diego. A very enjoyable evening was had by all.

Brooks Field, San Antonio, Texas, October 25th.

Night flying for the Cadet class of July 1st started on the night of October 22nd. All of the ships used are PT-1's and PT-3's from "A" stage. Flying will continue until the students have successfully completed the night-flying course.

Twenty-five planes left the field enroute to Marfa, Texas on Oct. 29th, the purpose being to train student officers and cadets in cross-country flying. The flight was led by Lieuts. Waller, Spry and Camblin and was made up of three student officers and 19 Cadets. The student officers were Lieuts. Henry, Kirby and Willis, of the March, 1923, Class.

Captain Mileau and 1st Lt. Flannery flew to Dilley, Texas, October 24th and returned same day.

Lieut. E.J. Roberts, Jr., accompanied by mechanic, flew cross-country to New Orleans on October 23rd.

Captains Knight, White and Snell, and Lieuts. Cook, Holland and Langmead flew cross-country to Eagle Pass, Texas, Tuesday, October 23rd, returning same day.

Eleven planes flew to Galveston Oct. 24th for the purpose of training student officers and cadets in cross-country flying. The following students piloted the

ships: Lieuts. McNaughton and Simonton, Cadets Lee, Matheny, Neale, Slingerland, Vance, Sutherland, Starrott and Warner. Lieut. A.L. Harvey was the commanding officer of the flight.

1st Lieuts. Robin A. Day and L.L. Koontz left for Mitchel Field October 17th to ferry two DH4-M2-P planes to Kelly Field.

1st Lieut. Max F. Schneider left for Middletown Air Depot October 17th to ferry a DH4M-2K to Kelly Field.

2nd Lieuts. William E. Baker and Richard D. Reeve left the San Antonio Air Depot, Duncan Field, October 20th, ferrying two PT-1 planes to Pittsburgh Airport, Pa. Staff Sgt. Franklin K. Deal, Jr., traveled as passenger with Lieut. Baker.

Master Sgt. Homer J. Fagg, 62d Service Sqdn., was detailed as Post Sergeant Major during the temporary absence of Staff Sgt. Franklin K. Deal, Jr.

1st Lieut. Claude E. Duncan and 2nd Lieut. L.P. Hudson left Crooks Field en route to Post Field, Okla., via rail to ferry two O-2 airplanes to Kelly Field.

Sergeant John "Spud" Murphy, 51st School Squadron, is being discharged for the convenience of the government so that he may reenlist for a tour of duty in the Philippines. This will make Sgt. Murphy's second trip to the Islands. The country seems to appeal to him - reason unknown.

On October 21st Brooks Field won another football game. The Maroons, whose ranks boasted several all-American grid selections and former West Point stars, defeated the Texas State amateur champion collegiates by a 20-0 score at League Park field. The game was featured by sensational plays by the Brooks Field backfield. "Red" Fuelling, subbing for Meehan at right half, started the third quarter by reaching high into the air, intercepting a Collegiate pass, and racing 65 yards for the second counter. Landon, Maroon left half, made the last touchdown by a 55-yard broken field dash. Landon suffered a badly twisted ankle in the first quarter but persuaded Coach Simonton to send him back into the game in the final period, and less than five minutes had elapsed when he shook five Collegiate players and ran limping down the field with the ball, covering the last 20 yards almost at a dog trot, due to the intense pain in his ankle.

"Light Horse" Harry Wilson played the second quarter for the Maroons and thrilled the crowd with two great end runs to pave the way for DeFord to go over with the initial touchdown. Wilson amassed a total of 110 yards from scrimmage the short while he was in the game, 55 yards of this being on passes from DeFord.

The entire Brooks Field team played stellar football throughout the game. DeFord starred with his consistent passing and punting. Harrington and Hughes in the backfield gained many yards by a series of deceptive plays. The line held in great shape, and stopped the Collegiates in their tracks most of the time. Loggs, Hassell, Murray and Garrett played well for the Collegiates.

Kelly Field, San Antonio, Texas, November 7th.

Brig.-General Benjamin D. Foulois, Asst. Chief of Air Corps, and Capt. F. O'D. Hunter, stopped over at Kelly Field on October 24th and 25th enroute to March Field, Calif. They took off on the morning of October 26th.

On October 24th a dance to the graduating class was given by the officers of Kelly Field in the Aviation Club. Dancing was from 9 to 12, and a very large crowd was in attendance.

Mr. Hansen of the District Supervisor's Office, Aeronautics Branch, Department of Commerce, Dallas, spent Oct. 24th and 25th at Kelly Field examining all applicants for Commercial Transport Pilots License. About 68 applicants passed the test, including not only the graduates of the last class but several permanent Air Corps officers.

Lieut. Robert Finley left for Chamute Field, Ill., on November 5th, having been ordered to that station for duty.

Lieut. D.H. Danton returned October 27th from an extended cross-country trip throughout the north and east.

Lieut. John S. Griffith reported for duty October 17th from the Hawaiian Islands and was assigned as Assistant Operations Officer.

Three Pl's, piloted by Lieuts. Gaffney, Griffith and Eppright and five A-3's piloted by Major Tinker, Lts. Thompson, Finley, Olds and Carlson, and with Major Strauss, Capt. Jervey, Lts. Meyers, Evans and Cassidy as passengers, spent Oct. 20th in Denison, Texas, at the opening there of the new Municipal Airport.

Crissy Field, Presidio of San Francisco, Calif., October 5th.

Major G. C. Brant, pilot, with Colonel F.L. Dengler, Coast Artillery, as passenger, and 2nd Lieut. Wentworth Goss, pilot, with Mr. George Hearst of the San Francisco Examiner as passenger, left the field recently for Capitola, Calif., to witness the anti-aircraft firing of the 63rd Coast Artillery, (A.A.)

1st Lieut. Edwin B. Bobzien, pilot, with Master Sgt. Wm. L. Klutz as photographer, left Sept. 26th for Merced, Calif., using this place as a base for mapping Tuolumne Meadows in Yosemite.

1st Lieut. E.E. Moulton, Air Reserve, pilot, with Staff Sgt. LeRoy as passenger, proceeded to Strathmore, Calif., on Sept. 5th to participate in the dedication of that city's airport.

Major Henry B. Clagett, Air Officer, 9th Corps Area, left Sept. 5th in a Douglas Transport for Mines Field, Los Angeles, Calif. in connection with the National Air Races held at that field. He had with him Master Sgt. Chester W. Kolinski, relief pilot, and Captain A.W. Brock, Jr., who acted as Operations Officer during the Air Meet.

Major G.C. Brant, Lieuts. Edwin B. Bobzien, Carlton F. Bond and Wentworth Goss, A.C., and Lieuts. Frank H. Barber and Orie W. Coyle, Air Reserve, left the field Sept. 7th for Mines Field, Calif., to attend the National Air Races. They were followed on the 8th by Lieut. R.J. Little, Air Reserve, and on the 12th by Lieuts. L.A. Walthall and Paul C. Wilkins.

During the entire month of September 2nd Lieut. Harold F. Brown was engaged in cooperative work with the 63rd Coast Artillery (AA) in summer camp at Camp McQuade, Capitola, Calif.

1st Lieut. Frank H. Barber, Air Reserve, pilot, with 2nd Lieut. Rogers A. Gardner, A.C., as observer, ferried an O2-H airplane to Capitola, Calif., to replace the DH plane which had been used by Lieut. Brown in cooperative work with the 63rd C.A. (AA). This plane was flown back to Crissy Field and, with another DH, a photo plane, transferred to March Field, Calif. Lieuts. Barber and Joseph R. Hargrove, Air Reserve, flew thom to March Field.

1st Lieut. Frank D. Hackett, pilot, with 1st Lieut. Howard M. Foy, observer, left Sept. 18th for the purpose of checking strip map No. 40, San Francisco-Los Angeles. On the 20th, Lieut. Hackett and Major Delos C. Emmons, of the Office of the Assistant Secretary of War, proceeded to Visalia and Sacramento, Calif., for the purpose of inspecting airports thereat. On the same day, Capt. Wm. C. Ocker, pilot, with Master Sgt. Gravlin, proceeded to Lake Port and Clear Lake, Calif., to inspect landing fields thereat.

Lieut. Carlton F. Bond transported Lieut. H.L. George, of Langley Field, Va., to Reno, Nevada, for the purpose of inspecting the landing field thereat.

Sixteen officers of the Medical Reserve Corps were given an extended ride in a Douglas Transport, piloted by Master Sgt. Chester W. Kolinski.

On Sept. 28th, Capt. Floyd N. Shumaker, pilot, with Staff Sgt. Charles Fields, as radio operator, engaged in cooperative work with the 2nd Battalion, 76th Field Artillery, Presidio of Monterey, Calif.

Capt. Floyd N. Shumaker, leading a formation of seven PT's, left on Sept. 11th for Mines Field, Los Angeles. Those comprising the formation were Capts. Chapman and McDonald, Lieuts. Galehouse, Eddy, Vines, Cavagnaro, Flynn, Gilbert, Hoey and Ames, all of the Air Reserve. On the return trip two of the planes were forced down and wrecked in the landing. One, piloted by Lieut. Flynn, at Tulare, and the other, piloted by Lieut. Vines, near Clover Field, Calif. Pilots and passengers escaped with minor injuries. Capt. Wm. C. Ocker, A.C., was dispatched to Tulare to investigate the wreck, the investigation of the other wreck being conducted by Clover Field personnel.

Capt. Floyd N. Shumaker, A.C. with 2nd Lieut. Harold F. Brown, A.C., proceeded to Colusa, Calif., to participate in the dedication of that city's airport, which took place on Sept. 25th.

Luke Field, T.H., October 15th.

The number of Air Corps men applying for extensions of their tour of foreign service at Luke Field during the past few months has been highly gratifying to their officers, according to Lieut. James C. Shively, Personnel Adjutant of the Fifth Composite Group. Applications for discharge by purchase have become an almost unknown thing here also, it was said. During the past

month five men of the 23rd Bombardment Squadron, two from the 65th Service Squadron and one from the 72nd Bombardment Squadron applied for extensions.

Luke Field will have the largest Post School this year in its history, according to Lieut. Clarence B. Lober, Educational Officer. It was said that up to the present time 155 men enrolled for the various courses. The largest course for the year will be the one in Aero Mechanics, more than 50 men having requested this course in particular. Courses in primary and advanced education have also been included in the curriculum.

Second Lieut. Carl B. McDaniel, engineering officer of the 72nd Bombardment Squadron, received the order authorizing his silver bars during September. First Lieut. McDaniel now ranks from September 14th. He accepted and took the oath on September 21st. At the time his promotion was received, Lieut. McDaniel was highly praised by his commanding officer, who commended him on an enviable record both as a flier and an engineering officer.

Captain Harry C. Drayton, commanding officer of the 72nd Bombardment Squadron, was elected Post Commander of the American Legion, Fox-Cornet Post No. 9, at the regular September meeting, and took the oath during October. Captain Drayton is also one of the executive committeemen for the Department of Hawaii.

The month of September saw the squadrons of the 5th Composite Group busy with a number of inter-island hops, the first one being an emergency trip to Hilo, Hawaii, to carry doctors and medicine for a serious case of pneumonia. The planes left Luke Field on September 13th and returned the following day.

Drs. Nils Larsen and Paul Withington, Honolulu physicians, were ferried from Luke Field to Hilo and return, after the Commanding General of the Department had authorized the trip. Walter Eklund, manager in Hawaii for a local concern, had been reported ill, and the aid of the Air Corps was asked by his employers. Both Honolulu newspapers gave the trip considerable publicity, each commenting editorially on the readiness of the Army to be of assistance in humane pursuits as well as combat. One of the papers quoted a prominent Honolulu man as giving entire credit to the Air Corps for saving Eklund's life. This flight was handled by the 72nd Bombardment Squadron, Lieuts. Carl B. McDaniel and Clyde A. Kuntz, pilots.

Seven Martin bombers and five of the new Loening Amphibian planes made a three-day flight to Kauai, September 25-27, for the purpose of personnel training and photographic work. A careful study was made of the flying conditions both over the channel and landing fields available on Kauai. All possible fields were photographed.

Upon their return to Luke Field the same ships were immediately placed in condition for a trip to Hawaii. This flight also occupied three days, October 2-4, and resulted in considerable benefit to those making the trip. Mr. G.E. Douglas, Assistant Superintendent of National Parks for the Territory of Hawaii, was a passenger on the trip.

Sergeant Clinton W. Terry, Air Corps, was killed on October 1st when a Keystone Bomber in which he was a passenger and piloted by Captain Harry C. Drayton, crashed at Haleiwa Beach, Oahu. Terry, who was a member of the Headquarters Detachment, had been spending a few days at the summer camp near there and was returning to Luke Field to resume his duties as stenographer to the Commanding Officer of the 5th Composite Group when the fatal accident occurred. None of the other occupants of the ship was injured.

Sergeant Terry was 26 years old and a native of Binghamton, N.Y. He was serving on his second enlistment, having joined the service in 1924. In the short time that he had been on duty with the Air Corps his loyalty and personality had won for him the respect and admiration of both officers and men of the command.

The harmonious relationship existing between the Naval Air Service and the Army Air Corps was further demonstrated during the past month in connection with the inter-island flight to Kauai. The Naval Air Station furnished escort planes for the Army to mid-channel, and the Navy tug "Pelican" kept a constant patrol of the waters between the islands. Their assistance in this respect added a considerable margin of safety to the flights, according to the officers flying them.

Six enlisted men stationed at Luke Field successfully passed the preliminary examination for entrance to West Point Preparatory School, and are now attending the courses at Schofield Barracks. The young Air Corps men who are training for commissions are: Privates Ira Bashein, Duval L. Crist, Edward Flanick, Gordon Harris and Lyle F. Johnson of the 65th Service Squadron, and John Highfield, of the 23rd Bombardment Squadron.

San Antonio Air Depot, Duncan Field, Texas, November 14th.

An exciting fishing trip was had on the week end of November 3-4, when Gen. F.P. Lehn, Commanding General of the Air Corps Training Center, and Lieut. Norman D. Drophy, the Adjutant of the Depot, went tarpon fishing on the Gulf, off Port Aransas, Texas. Tarpon was the prey sought - what was actually hooked was a 17-foot shark, the largest ever seen in Southern waters. However, after a desperate and long-fought battle, towing the 40-foot boat at breakneck speed, the shark was victorious, snapping the three-quarter inch chain that held him and departing for parts unknown. This appears to be the biggest true story of recent times in this vicinity on the old familiar subject - "You ought to see the one that got away!"

On Nov. 12th and 13th this Depot was accorded the pleasure of a visit from Major Jacob E. Fickel, Executive Officer and at present Acting Chief of the Air Corps Materiel Division, on his return from the West Coast, piloting one of the new O2-K planes to Wright Field.

We were glad to receive a visit Nov. 13th from Major H.S. Martin, Chief of the Field Service Section, Materiel Division, who is making a visit of inspection of Air Corps activities in this vicinity regarding supply and maintenance matters.

The Engineering Dept. of this Depot overhauled and repaired during October - Airplanes, - 6 PT-1, 1 PT-3, 2 AT-4, 1 DH-4M-1, 2 DH-4M-1T, 2 DH-4M-2, 1 DH-4M-2P, 1 DH-4M-2T, 1 O1-3, 1 O2-C, 3 o2-H, 1 C-1, 1 C-1-C, 2 A-3, 1 NDS-4, 1 KA-1, 2 VE-9, 1 NS-5, total 30; Engines, - 30 Liberty, 23 Wright-E, 6 Wright E-3, 2 Wright E-4, 1 Wright J-5, 10 Curtiss D-12, total 72.

Captain C.W. Ford, of Hqrs. First Corps Area, Boston, Mass., and Lieut. J.A. Wilson, on duty at the Boston Airport, East Boston, were welcome visitors here November 5th to 7th, coming by rail to ferry two PT-1's back to Boston Airport. Lieut. Wilson renewed old acquaintances at the Depot, having been on duty here some six years ago.

Second Lieut. William D. Herring, Air Reserve, of Amarillo, Texas, completed Nov. 6th 30 days' instruction and training on inactive status at this Depot.

Captain S.J. Idzorek and Lieut. H.M. Newstrom, of Fort Crockett, paid us an informal visit by air on November 8th.

Lieut. R.V. Ignico, our Depot Supply Officer, and Lieut. A.W. Vanaman, Chief Engineer Officer of the Depot, made a cross-country trip to Fort Crockett on Nov. 8th for a conference with the Commanding Officer of that station on supply and maintenance matters, returning on the 9th.

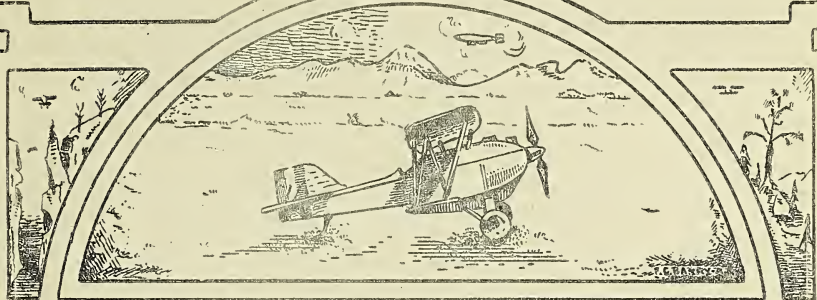
Lieut. H.A. Dartron, Depot Supply Officer of the Fairfield Air Depot, was a visitor at our Depot Nov. 9th in course of a trip, ferrying a plane to Kelly Field.

Lieuts. R.V. Ignico and A.S. Albro returned on October 21st and 20th, respectively, from attending the annual Engineering and Supply Conference at the Headquarters of the Air Corps Materiel Division, Wright Field, reporting an interesting session of the conference.

Captain George R. Gaensslen, Air Corps Reserve, of San Antonio, completed a fourteen days' tour of active duty training at this Depot on October 30th.

Lieut. L.D. Fator, Air Reserve, on duty at Post Field, Fort Sill, Okla., was a visitor at this Depot on November 2nd, bringing in an O-2H for work thereon.

On November 3rd Lieut.-Colonel Ira F. Fravel, A.C., Commanding Officer of the Middletown Air Depot, and now on temporary duty at the Air Corps Advanced Flying School, Kelly Field, called at this Depot for a pleasant informal visit.



Air Corps

News

Letter



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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AIR CORPS NOTES FROM ANNUAL REPORTS

In the Annual Report of the Secretary of War, for the fiscal year ended June 30, 1928, he states that the development of our air defenses has been most gratifying. Touching on the passage by Congress of the 5-year expansion program for the Air Corps, which program was inaugurated July 1, 1927, he goes on to say:

"In order to obtain the authorized increases in the number of pilots it was necessary to concentrate on flying training. To this end, seven tactical squadrons temporarily were placed on an inactive status and the personnel employed for the formation of the necessary school squadrons. The pilot strengths of other tactical units were reduced to a minimum and no replacements were sent to relieve those officers who were returning from foreign service. It has been possible to reconstitute four of the tactical units rendered inactive, and others will be reconstituted during the coming fiscal year.

The commissioned strength of the Air Corps has increased somewhat during the 4-year period. On the last day of the fiscal year 1924 there were 872 officers in the Air Corps and 32 officers detailed to the Air Corps from other branches for training. On June 30, 1928, the commissioned strength stood at 961, exclusive of 144 officers detailed from other branches for training. The number of pilots had increased during the same period from 768 to 950. While the enlisted strength of the Air Corps had increased from 8,723 on June 30, 1926, to 9,077 on June 30, 1927, and to 9,493 on the last day of the past fiscal year, it was still below the actual strength on June 30, 1924. Both commissioned and enlisted strengths are somewhat below that authorized for the first increment of the 5-year expansion program.

Flying training has been systematized through the creation of the Air Corps Training Center at San Antonio, Texas. One primary flying school, now located in California, will be moved to San Antonio as soon as housing facilities are available at the training center. This will result in greater efficiency because of proximity to the other schools of the Training Center and to the supply source. It is believed that the training system which has been developed in the Army Air Corps is second to none in the world.

In airplane construction this has been a period of standardization. Improvement in existing designs may be anticipated in the future rather than changes in the articles of equipment themselves. Pursuit, observation, training, and cargo types of airplanes have attained a standardized position; attack and bombardment types, however, require further development. The equipment of the Air Corps has decreased numerically during the past four years as a result of exhaustion of war-built materiel. The decrease in actual numbers, however, has been offset by an increase in the quality of the equipment. The number of aircraft-hours flown has increased from 150,319 in 1925 to 182,903 in 1928. This increase may be used as an index of the enlarged activities of the Air Corps.

The Air Corps has been considerably handicapped by the necessity for using up a large war-time stock of Liberty engines. This was essential in order to carry out the policy of strictest economy. It is now planned, however, to discontinue the procurement of planes equipped with Liberty engines, as the number of these engines in storage suitable for reconditioning is sufficient only to provide replacements for the airplanes now on hand and so equipped.

During the past two years the Air Corps has given numerous demonstrations at the various service schools of the Army for the purpose of familiarizing all branches with the capabilities and limitations of aviation. These demonstrations, combined with the joint maneuvers which have been conducted with other branches, have resulted in a more complete understanding of the problems of

cooperation."

In another paragraph the Secretary of War enumerates outstanding flights made by Air Corps personnel in the past four years.

In the Annual Report of the Hon. F. Trubee Davison, Assistant Secretary of War, to the Secretary of War, he states that the most pressing problem in the Air Corps is the question of the promotion of officers. "No other branch of the Army is as adversely affected as the Air Corps by the so-called 'World War hump,' Mr. Davison says. "In addition to that, junior officers are performing duties all out of proportion to their rank and frequently they are of a very hazardous character. The result is that the officer morale is seriously impaired, and a solution by legislation should be effected during the coming short session of Congress. The Furlow Bill, as it passed the house, is unquestionably the most satisfactory promotion measure ever introduced, from the Air Corps standpoint. It is earnestly to be desired that that measure, or one containing its provisions in substance, be enacted into law."

Contending that the present enlisted grades are not suitable to Air Corps organizations, Mr. Davison advocates more provision for mechanical specialists than exist at present.

Touching on the 5-year expansion program, Mr. Davison states that this program can be smoothly and efficiently carried to completion if sufficient funds are made available and legal obstacles are removed which complicate the personnel situation.

In enumerating actual accomplishments under the 5-year program, Mr. Davison calls attention to the fact that the first increment of the program required that there be on hand or on order at the conclusion thereof 1,186 airplanes and that the commissioned and enlisted personnel number 1,100 and 9,590, respectively. There were actually on hand 939 airplanes and 237 planes on order, and the commissioned personnel numbered 1,014 and the enlisted men 9,514. During the fiscal year just closed, about one-fifteenth of the permanent housing required for Air Corps enlisted men was completed of the total required at the conclusion of the 5-year program. Less than one one-hundred-and-fiftieth of the permanent housing for officers was constructed during the fiscal year 1928, which the Air Corps should have at the conclusion of the 5-year program. About one one-hundredth of the total construction required for noncommissioned officers at the conclusion of the 5-year program was completed during the fiscal year 1928. It will be seen, therefore, that whereas the personnel and plane parts of the program for the first increment were practically completed, the housing and technical construction fell far behind.

Inviting attention to the fact that the first increment of the program called for 110 Air Corps Reserve officers on duty with Air Corps tactical units, Mr. Davison explains that the reason only 65 of them were called to duty was due to the shortage of planes and quarters at Air Corps stations and that it was necessary to disapprove the applications of about three out of four reserve officers who applied for such training.

"Our experience with the first increment of the program," Mr. Davison states, "indicates that there is a shortage of aircraft. It seems that the complete program should call for 2,400 planes rather than 1,800. However, before submitting a definite recommendation for an increase, one year's additional experience is desired in carrying out the second increment. A shortage of planes under the program is even more serious than a shortage of personnel. One of the fundamental reasons underlying this proposition is made clear in that there is a reserve of pilot personnel in the Air Corps reserve, whereas nowhere is there a reserve of planes. Likewise, whereas it only requires a few months at most to make up any deficit in personnel after an emergency has arisen, it takes from one year to 18 months to build aircraft in numbers sufficient to meet our requirements."

Mr. Davison asserts that motor development in the Air Corps has been seriously handicapped by the fact that thousands of Liberty motors were left over from the war. These motors, of which there are still over 3,000 on hand, are now 10 years old. During that decade there has been an enormous advance in design and construction. The Liberty motor is unreliable, inefficient and uneconomical compared with modern motors, and Congress should not be asked to appropriate any more funds for planes equipped with them. They should be eliminated as rapidly as possible.

Summarizing the operations of the Air Corps during the past fiscal year, Mr. Davison states that the total of 182,903 aircraft hours flown surpassed last year's record by over 40,000 hours. This flying was made necessary by a heavy program and the large variety of missions to be performed, some of the more important projects being the bombing experiments on the Pee Dee River bridge; anti-aircraft tests; personnel and organization training; the annual machine gun and bombing matches; experiments in aerial navigation; Air Corps demonstrations at the Special Service Schools; participation in the National Air Races; field maneuvers; cooperation with civil activities such as airport dedications, flood relief and photographic projects; aerial photographic missions for the Geological Survey, Corps of Engineers, Coast and Geodetic Survey, International Water Commission and International Boundary Commission, totaling more than 30,000 square miles; and the flying done at the Primary, Advanced Training and special service schools.

With regard to the demonstrations staged by the Air Corps at the various Army Service Schools last spring by a group of 72 officers and 86 enlisted men, flying in 74 airplanes, Mr. Davison states that all reports from the commandants of the schools visited indicated that these demonstrations were well worth the work and expense involved; that the Commandant of the Command and General Staff School took particular occasion to write a special letter to the War Department commending the Air Corps for the efficient way in which the demonstration was carried out and the high standard of training shown by the Air Corps personnel.

"One remarkable lesson gained from these demonstrations," Mr. Davison says, "was the reliability of modern airplanes and engines. Seventy-four planes were flown over 4,000 miles, each without a single casualty or accident or damage to aircraft. Seventy-four planes started on the maneuvers and 74 planes returned to their home stations. I want to stress particularly another lesson to be gained from that remarkable performance, and that is the efficiency of Army Air Corps flying personnel. Over 296,000 miles flown by 74 different pilots without mishap to aircraft, and all of this done on cross-country flying, generally over terrain unfamiliar to the pilot personnel - that, it is believed, is a record without parallel."

Touching on the work of the Materiel Division at Dayton, Ohio, Mr. Davison states: "I noted with interest that during the past year, as has been the practice since the war, the work of the experimental engineering section of the Materiel Division has proved of incalculable value to the civil industry. Not only has this been true in the development of aircraft and power plants, but particularly in regard to the development of certain adjunct equipment, particularly air navigation devices. In this latter field the Army Air Corps has taken the lead, and the instruments which have been and are being successfully developed will be equally valuable to planes flying the air mail or in civil commerce."

Commenting on the fact that during the last fiscal year the Air Corps flew 182,903 hours, or over 18,000,000 miles with but 27 fatalities, or 677,400 miles flown per fatality; that in 1927 there were 43 fatalities with only 140,000 hours flown, or 327,600 miles per fatality, and that in 1921 the Air Corps suffered 73 casualties although it flew only 77,359 hours, or a casualty for every 1,059 hours flown, Mr. Davison states that a careful analysis for the reasons underlying this wonderful improvement indicates two principal causes. The first, and probably the most important, is that practically all war-time equipment has either been destroyed or declared obsolete and is no longer used. The planes flown during the last year were of newer design and construction and consequently more safe. The second reason is that the pilots flying the planes are reaching a higher standard of pilot efficiency. "I think there is little doubt but that the course given at our pilot school is now better than ever before," he said. "Also, we are getting a better flying cadet product to begin with than at any time formerly. Those pilots who trained during the war and who have been in the Air Corps during the succeeding 10 years are, of course, year after year piling up additional experience and skill, which makes for greater safety in flight."

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AIR OFFICERS TO AID COMMERCIAL AVIATION IN HAWAII

Lieut.-Colonel John H. Howard, Department Air Officer, Hawaiian Department, and Commander Victor D. Herbster, USN, Commanding Officer of the Naval Air Station at Pearl Harbor, have been appointed to the Aviation Committee of the Chamber of Commerce of Hawaii. Commander Herbster and Lieut. Chester Clarke, Air Reserve, were appointed to the Territorial Aeronautical Commission by Governor Wallace R. Farrington.

AN EXCLUSIVE FRATERNITY AT KELLY FIELD
By the News Letter Correspondent

Kelly Field has a fraternity of Air Corps officers to which it has been the privilege of only a chosen few to be elected. Its membership is not limited and rank, age, color, or previous condition of servitude are not considered. Any Air Corps officer stationed at Kelly Field is eligible for membership to this esteemed and honored fraternity. To become eligible a man must have distinguished himself far above all expectations in the performance of some deed in the air so dumb as to be beyond human conception, and yet live, and to have exercised a mental slowness ranking next and after a snail while piloting or directing the course of army aircraft. When the members of this society select a man as a member, he must assume this honor with dignity and pleasure.

Wright Field is the only other known Air Corps Field to have a similar organization - The Flying Jackass. Kelly Field is proud to announce that it too gives recognition to its distinguished airmen in membership to the Dumb-bell Club. When an Air Corps officer has performed some feat like hitting a mule in the vast airdrome of Kelly, taking off to Dallas due north in the morning and landing at dusk 60 miles southeast of Kelly out of gas, falling out of an airplane at 1100 feet for no good reason at all, etc., his deeds must not go unsung. He is elected to the Dumb-bell Club and made custodian of the sacred banner, the Dumb-bell Flag. He inscribes his name on the banner in the presence of all officers of Kelly Field and remains custodian of the banner until some other officer is so fortunate as to become a member.

The Air Corps officers whose names appear on the roll of honor are:

Major C.J. Browne (deceased)
1st Lieut. R. L. Maughan
1st Lieut. Max F. Schneider
Major R. C. Candee
Captain John I. Moore
1st Lieut. Y. A. Pitts
2nd Lieut. L. S. Jamieson
1st Lieut. A. Thomas
1st Lieut. B. B. Cassiday
2nd Lieut. J.B. Burwell

A book giving the photographs and a complete and true account of the circumstances which led up to each officer's receiving this honor is now being compiled.

Lieut. Burwell was the last officer to receive this honor. On October 23d he hit a mule hitched to a grass-cutter on the airdrome. He was awarded this honor by 1st Lieut. Benj. B. Cassiday, who had been custodian of the banner for the past six months. Lieut. Burwell's citation was as follows:
"Officers of Kelly Field:

We meet on this auspicious occasion to do honor to a brother officer, a man who has distinguished himself far above all expectations. We are here today, gentlemen, to bestow upon him the highest honor that Kelly Field can give - an honor next only in importance to the Congressional Medal of Honor and the Distinguished Service Cross. Before making this esteemed award, it will be necessary to review the facts and circumstances that caused the Committee on Awards to bestow this honor.

On the bright and sunny day of October 23, 1928, in his trusted DH, this intrepid Air Corps officer was cruising about the ozone of Kelly Field when, feeling a little frisky and being a quick-thinking pursuit pilot, he decided to engage in a little combat work. As it was during the noon hour, he could find no planes in the air to frolic with. He cast his eye about the sky and terrain for a suitable prey for his pent-up enthusiasm. His attention was finally attracted to a two-mule-powered single-place grass attacker piloted by an Ethiopian field officer, which was flying at a very low altitude and at a very uncertain speed in the vicinity of the 43rd Squadron airdrome. Our brave hero licked his chops and, turning to his mechanic, said: 'Watch me down the Quarter-master Air Force.' Pushing his throttle forward, he made one of those terrific dives so common to the quick-thinking brigade. The Ethiopian pilot, seeing that he was being attacked from his right flank and being sadly outclassed, took to his parachute. However, one of the mule powers of the motor, seeing that escape was impossible, decided to put up as good a fight as possible. He elevated his

tail to an angle of 45 degrees, brought back the bolts of his rear guns and as the DH got within range let fly, hitting the DH in a vital spot, causing it to careen over on its side and fall to the ground a mass of flames.

Fortunately, the hero who risked his life beyond all call of duty, who was so enthralled with the desire to give his Corps the supremacy of the airdrome and who, without thought of personal safety, engaged an enemy far superior to him in equipment, escaped the fray with only bruises and burns and has now completely recovered and is with us today.

Lieut. James B. Burwell, it is with the greatest pride that I bestow upon one who is so fearless, so courageous and so self-sacrificing, this little honor, and with the unanimous approval of this body of officers select you as a permanent member of the Dumb-bell Club and custodian of our sacred banner, the Dumb-bell Flag."

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SPIRIT OF COOPERATION IN THE AIR CORPS

Captain F.F. Christine, Air Corps, at the Middletown, Pa. Air Depot, noted in a morning paper that there had been a rather disastrous fire at Mitchel Field New York, the night previous. A radio was sent to the Commanding Officer of Mitchel Field, placing the Supply Department at this Depot and all facilities at his service. In this way he thought to facilitate the rehabilitation of the department destroyed by fire.

The Commanding Officer of Mitchel Field was much pleased with the offer for speedy service and sent the following letter to the Middletown Depot:

"My dear Christine:

I cannot tell you how much we appreciate the fine spirit indicated in your telegram of November 19th, offering to expedite supplies to assist us in recovering from the recent fire. It is this sort of cooperation which makes the Air Corps such a fine branch to serve with, and everyone at Mitchel Field is delighted to see the proof of your appreciation of this spirit in your letter.

Thanking you very much indeed, I am

Sincerely yours,

H.C. PRATT,

Lt. Col., Air Corps,
Commanding."

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REPRESENTATIVE FURLOW VISITS MAXWELL FIELD

Lieut. Wm. N. Amis, pilot, with Congressman A. J. Furlow, passenger, landed at Maxwell Field, Montgomery, Ala., recently, spending the night at the post and departing the following morning. Quite an interesting talk was made to the officer personnel by Mr. Furlow, the author of the Furlow Air Corps Bill.

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DEDICATION OF JACKSON, MISS. AIRPORT

Members of the Third Attack Group, Fort Crockett, Galveston, Texas, recently participated in the dedication of the new Municipal Airport at Jackson, Miss. In connection with the dedication an Aero Meet was staged which lasted two days some of the features being acrobatic flying, balloon bursting, races for commercial and army planes, and dead stick landings. In the Army Race, Lieut. E.P. Rose was the winner, Lieut. L.W. Desrosiers finishing second and Lieut. I.M. Palmer, third. Large crowds witnessed the events.

Nine pilots from Fort Crockett who journeyed in A-3 planes to Jackson were Captain R.H. Wooten, 2nd Lieuts. H.W. Anderson, E.C. Robbins, O.C. George, L.W. Desrosiers, I.M. Palmer, E.P. Rose, W.S. Lee, Air Corps, and F.M. Ziegler, Res. Leaving Fort Crockett at 1:45 p.m., November 8th, they arrived at Jackson at 5:05 p.m.

All of the planes arrived at the new airport without difficulty, and the officers and men were given rooms in a leading hotel as guests of the City of Jackson. The local Reserve officers entertained the aerial visitors with a luncheon on Friday afternoon and with a dance that night, both of which were fully enjoyed.

Under date of November 14th, the Mayor of Jackson addressed the following

letter to the Chief of the Air Corps:

"On behalf of the citizens of Jackson I wish to thank you for your cooperation in sending the Army airplanes from various stations to participate in the dedication of the Jackson Airport on November 9th and 10th. Each and every officer and enlisted man made a wonderful showing here, not only with their magnificent handling of their ships but also the personnel are of the highest type, and the public generally was highly pleased. I am also glad to report to you that every officer with whom I came in contact expressed their appreciation and surprise in finding that the Jackson Airport, according to their statement, is one of the best that they have had the privilege of seeing."

---oCo---

ROCKWELL FIELD WINS SILVER CUP

Three miniature airplanes, flying in a perfect "Vee" formation, throughout the course of the Armistice Day parade in San Diego, won first place and a beautiful silver loving cup for Rockwell Field. The planes were "piloted" by three of the post Juniors, the "Three Musketeers."

Mounted in an atmospheric setting, on a Liberty truck, the three scale-model Douglas O2's with their tiny helmeted and goggled pilots, drew great applause the entire line of march. The silver propellers churned the air unceasingly as the three ships held their position in the procession as it wended its way through the streets of San Diego and into the Stadium. In place of the usual Liberty 12's, each "prop" was turned by "one-boy-power", from the cockpit by means of a crank and driveshaft. The "motors" all functioned perfectly, and no forced landings marred the epochal flight. The fuel consumption was remarkably low - three hot dogs per hour - according to Lieut. Roth, who commanded the flight from the front seat of the trucks. After a thorough inspection of all the floats entered in the parade, the judges awarded first prize to the Rockwell Field entry because of its originality, exactness in detail, and the popular approval evinced by the spectators. The three planes, designed and constructed in the Depot shops, are perfect reproductions and masterpieces of which the entire organization at Rockwell Field can justly feel proud.

The cup was presented at a special ceremony, in which all the Units of Rockwell Field participated. Following the presentation, the 11th Bombardment Squadron, 95th Pursuit Squadron and Hqrs. 7th Bombardment Group passed in review. The civilian employees of the Rockwell Air Depot, as well as many visitors, witnessed the ceremonies.

---oCo---

OFFICER PERFORMS UNUSUAL LANDINGS WITH THE "DUCK"

An officer at Luke Field, T.H., whose name must remain a dark secret for the time being, has been demonstrating the versatility of Amphibian airplanes during the past month.

Being a thorough officer in every sense of the word, said Lieutenant was always very careful to warn the other officers of his organization to watch the wheels when making landings. Probably thinking he would show them what he meant he tried to set the ship down in the waters of Pearl Harbor without drawing them up, and got away with it. Next, coming in to the field for a landing, he set the "Duck" down in a soft spot with the wheels up. It was a perfect dry landing without wheels, for no damage was done.

Luke Field officers are eagerly awaiting a written treatise from his pen as to how these landings should be made.

---oCo---

KELLY FIELD PILOT PERFORMS UNUSUAL LANDING FEAT

Lieut. O.P. Weyland had a rather miraculous experience recently while flying over Sanderson, Texas - miraculous because of the country over which it happened and because no damage was done to the plane or injuries received by himself. To the hundreds of Air Corps pilots who have flown from San Antonio to Marfa, Texas, it is well known that the country around Sanderson, Texas, is very rugged with practically no place to set a plane down except in a small field at Sanderson. Lieut. Weyland was returning to Kelly Field from Marfa. When about five miles east of Sanderson, about 2500 feet above the hills, there

was a violent agitation of the motor and the propeller flew off.

There being no field to land it, and land he must, he picked out a level spot covered with a very small mesquite close to a straightaway in the Southern Pacific tracks. He landed there, dodged bushes, and brought the plane to a stop with only the fabric torn in a few small places.

Upon examination of the airplane, an O-11, it was found that the crankshaft had broken at the thrust-bearing, causing the propeller and the forward end of the crankshaft to fly off. A new motor was installed, a runway through the mesquite cleared, and Lieut. Weyland flew the plane back to Kelly Field.

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GRADUATIONS FROM AIR CORPS TECHNICAL SCHOOL

A total of 51 enlisted men graduated from the Air Corps Technical School, Chamute Field, Rantoul, Ill., on December 14th, in the following courses:

Airplane Mechanics	14
Engine mechanics	12
General mechanics	4
General mechanics (including welding)	4
Parachute riggers	9
Radio	8

Most of these men belong to units at Air Corps fields and returned to their proper stations. A few unassigned men will be sent to activities now needing men so qualified.

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BATTLE AGAINST RABBITS WAGED AT ROCKWELL FIELD

The field was strewn with the dead and dying - powder smoke and flying lead bullets filled the air - the yells and shouts of the attackers drowned out the shrieks of the wounded. The Salvation Army truck sped back and forth behind the lines, picking up the dead, as the annual Rockwell Field offensive against Jack Rabbits moved across the Island.

Led by Major Sneed, Commanding Officer, the "Army", supported by civilian employees, and armed with shotguns, baseball bats, and miscellaneous forms of clubs, drove the pests towards the bay, where they were disposed of in a wholesale manner. The Salvation Army was on hand to collect the rabbits for distribution to needy families. About 600 rabbits were killed in the drive.

Due to the destruction of young plants, trees and flowers on the post, it became necessary to rid the field of these pests. Many of the rabbits, however, succeeded in "crashing" the line and escaping, thereby assuring the necessity of another drive in the near future.

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SWIMMING CHAMPIONS VISIT LUKE FIELD

The greatest aggregation of aquatic stars to ever visit an army post gathered at Luke Field, T.H., on November 17th, and furnished the personnel with an exhibition of skill rarely displayed except in official meets.

Miss Helen Meany, Johnny Weismuller, Paul Wyatt and Walter Laufer with their trainer and manager, Dr. Francois D'Eliscu, who were in Honolulu attending a championship meet, accepted the invitation of Major Van Nostrand extended through Lieut. J.E.J. Early, Post Athletic Officer, and displayed their respective bag of tricks for the Air men.

The various organizations gathered on the shore of Pearl Harbor and watched Johnny Weismuller locate unknown rocks in the bay on which to stand. Miss Meany taught the boys that a human can almost fly without wings or planes when she gracefully soared from the diving tower, numerous times demonstrating that there is more to diving than just jumping off from a springboard. Laufer and Wyatt also convinced most of the men that there are a lot of things about swimming not taught at the old swimming hole back home.

A tea dance was arranged at the Officers' Club for the visitors following their exhibition.

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Ten planes of the 95th Pursuit Squadron, Rockwell Field, Calif., flew to Crissy Field Nov. 24th and returned the following day. The pilots took off in pairs, five minutes apart, arriving at Crissy Field in the same order at approximately the same intervals. Average time of flight slightly less than 4 hours.

CATERPILLAR CLUB STILL GOING STRONG

The mythical Caterpillar Club at this writing boasts of 108 names on its membership roster. A total of 114 life-saving parachute jumps have been made, however. The popular airman, Colonel Charles A. Lindbergh, is credited with four such jumps, and Captain Frank Q'D. Hunter, Lieut. Eugene H. Barksdale (deceased) and Sergeant F.P. Miller with two each.

Two Air Corps officers who joined the Caterpillar Club recently are 2nd Lieuts. Wm. H. Doolittle and Robert L. Schoenlein. Piloting single-seater pursuit planes on December 11th over Selfridge Field, Mt. Clemens, Mich., at an altitude of about 3,000 feet, one of those unfortunate accidents happened - a collision. Both men took to their parachutes and reached terra firma without injury. As may be surmised, the planes were totally demolished.

Since the last issue of the News Letter, one other name was added to the Club roster. James Collins, test pilot of the Curtiss Company, saved his life by a parachute jump near Bolling Field on the afternoon of December 3rd, when the wings of his plane tore away during a full power dive at a height of nearly six thousand feet.

Collins had been up for about half an hour, putting the plane through its paces and had thrown the plane into a vertical dive at a height of 6,000 feet. The right wing tore away and Collins jumped, after considerable difficulty in getting out of the way of the falling plane. He landed unhurt near Howard Road, Southeast, and the plane crashed 200 yards south of his landing place, the motor burying itself several feet in the ground. Taken to the Naval Air Station at Anacostia and treated for the shock, he was unable to explain just what had happened. The belief is held that a strut collapsed. The plane fell nearly 3,000 feet before Collins was able to extricate himself.

The plane which Collins piloted was a new two-seater fighter, which had just been built at the Curtiss plant and flown to Washington for test by the Navy Board. Collins' flight was the first of the official test trips. One of the wings of the plane was found more than half a mile away.

Collins is a graduate of the Air Corps Advanced Flying School, Kelly Field, Texas, receiving his rating as pilot in March, 1925. For a time he was on duty in the Aeronautics Branch, Department of Commerce, and then affiliated himself with the Curtiss Company as test pilot.

A report was recently received of the parachute jump made by Lieut. Harvey F. Dyer, Air Corps, on November 14th last. The accident which necessitated this jump was a most distressing one, as it resulted in the death of six enlisted men, who were passengers in the cabin of a transport plane piloted by Lieut. Dyer. Sitting beside the pilot was Sergeant Frank J. Siebenaler, and being in the open both were able to leap from the disabled plane with their parachutes.

It appears that in the excitement of the moment one of the men in the cabin opened his parachute too soon, or accidentally, and its folds blocked the way to the cabin doors. Lieut. Dyer's report is as follows:

LIEUT. HARVEY F. DYER. I made an emergency parachute jump three miles east of Brooks Field, Texas, at 2:45 p.m., November 14, 1928, from a Douglas C-1 airplane, powered with a Liberty 12A engine. The parachute used was an Irving Service Seat type.

The velocity of the surface wind was approximately 20 m.p.h. At 4,000 ft. altitude I was executing a steep bank to the left. The speed of the airplane was approximately 110 m.p.h., and the engine speed was approximately 1600 r.p.m. Apparently the fittings on the left wing broke, the plane suddenly nosed down, and the plane was entirely out of control. I cut the switches to the engine and yelled to my passengers to jump. At the time I left the plane I do not know the speed of the airplane nor the speed of the motor. As nearly as I can remember, I unbuckled my safety belt and leaped over the side of the nose, between the propeller and the left wing. My head hit some part of the ship as I leaped, and I fell possibly 300 feet or 400 feet before I regained consciousness. I then pulled my rip cord and the parachute opened promptly, giving me a terrific jerk. My parachute opened at approximately 2500 feet altitude above the ground. I was in a half dazed condition as I rode the parachute to earth, but had enough presence of mind to control the parachute properly. I turned the parachute so that I would land with my back to the wind; I slipped the parachute to avoid landing in an area covered by trees, and made an easy landing in a plowed field near an important highway and near a farmhouse. These points I had learned while making a pre-

vious parachute jump, which was a voluntary jump made over the airdrome at Brooks Field, Texas. I was not dragged by the parachute on the ground, for I quickly pulled one side of it to me and carefully folded the silk, making a small compact bundle to carry. I suffered but minor bruises, but I was nervous and weak. I directed a soldier, who happened on the scene and in whom I had confidence, to be responsible for the safe delivery of my parachute to the parachute department at Brooks Field. Another soldier on the scene, having an automobile, rushed me to the hospital at Brooks Field, where my bruises were treated. After being at the hospital five minutes I walked to my quarters."

The above emergency parachute jump appears to be another instance where the jumper was not actually responsible for opening the parachute, it being done through some agency other than human hands. Lieut. Dyer, in his account of the jump, states that he pulled the rip cord, but it is evident that this did not cause the parachute to open. The "bit of silk" which saved his life was turned in to the parachute department at Brooks Field by the soldier to whom it had been entrusted. An immediate inspection of it brought out the fact that the end of the rip cord housing, where sewed to the harness near the ring pocket, had been torn loose, (broken twine remaining in the webbing showed the housing to have been sewed at this point with four turns of 15-pound linen twine doubled.)

The rip cord ring pocket was completely torn from the harness to which it was sewed and lost. The rip cord was still in the housing, the ring only having been pulled out about four inches. There were several abrasions on two panels of the chute which might have been caused by fouling on some part of the plane, by picking up in the field after landing or by snagging in the truck which returned the parachute.

Lieut. Dyer has no recollection of shoving the rip cord back into the housing after landing. The soldier to whom he entrusted his chute noted the condition of the rip cord, housing and ring pocket and took considerable pains to return it to the parachute department in the exact condition in which he received it.

The Parachute Officer at Brooks Field believes that when Lieut. Dyer jumped or was thrown from the plane some protruding object on the ship, caught between his harness and the housing just below the point of sewing and ripped off the housing and pocket, thus releasing the chute for him; that it does not seem possible that a direct pull on the ring could have ripped the housing and pocket free from the harness. He states that his department does not know of a single instance of an emergency or training jump where the jumper has not entirely pulled the rip cord out of the housing.

The records of the Caterpillar Club show that in the parachute jumps of Majors Horace M. Hickam and Herbert A. Dargue, neither of these two Air Corps officers pulled the rip cord, their parachutes being opened in some unexplained manner while they were departing from their disabled planes.

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ARMY AND NAVAL MEN COMBINE IN LEGION POST

Fox-Coronet Post No. 9, American Legion, in Hawaii, which originally was composed of Army Air Corps men entirely, now has on its rolls a number of officers and men from the Naval Air Station at Pearl Harbor, making this Post the most unique of its kind in the whole Legion organization.

Captain Harry C. Drayton, commander of the Post, when he took office in October last, advocated inviting the Navy men to membership. Investigation disclosed that practically none of the veterans at Pearl Harbor belonged to any post. Lieutenant-Commander Gladden, Executive Officer of the Naval Air Station, became enthusiastic over the proposition, and at the November meeting fifteen of their number were initiated, including Commander Gladden.

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SPECIAL WELCOME FOR SERVICE MEN AT TAMPA TERRACE HOTEL

Major Philip G. Murphy, Quartermaster Corps Reserve, President of the Army and Navy Club of Tampa, Fla., the headquarters of which are at the Tampa Terrace Hotel, has been devoting considerable time and energy in the interests of Reserve activities in all the services. In a recent letter to the Chief of the Information Division, Air Corps, he states that rooms at the Tampa Terrace Hotel are always open to all officers of the services.

LIEUT. HOPKINS HAS NARROW ESCAPE

On a recent flight to Crissy Field, Presidio of San Francisco, Calif., from Rockwell Field, San Diego, Calif., 2nd Lieut. J.G. Hopkins, Air Corps, of the 95th Pursuit Squadron, was forced to set down twice for water for the radiator. On his second forced landing in the Douglas O-2A, he chose a favorable field within the confines of an institution for the mentally deranged, near Santa Clara. The inmates were all released and allowed to inspect the plane. After a short delay, and much explaining, Lieut. Hopkins was permitted to continue his flight.

The caption for this little story was furnished by the News Letter Correspondent. What d'ye mean "Narrow Escape"?

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TRANS-PACIFIC FOKKER RECEIVES OVERHAUL

The Army Fokker Transport C-2, made famous by Lieuts. Maitland and Hegenberger in their flight from the Mainland to Hawaii a year and a half ago, has just been completely overhauled at the Hawaiian Repair Depot at Luke Field, T.H. This is the first time that the famous ship has been given a complete going over since its epic flight.

On November 16th Lieut. Carl A. Cover took the ship for a test flight, and it is expected that it will be ready to be turned over to its home station at Wheeler Field, Schofield Barracks, T.H., very shortly.

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COMMERCIAL AVIATION IN HAWAII

Interest in aeronautics continues to increase in Honolulu and the outlying islands of the Group. Recently several airplanes were shipped to Honolulu from the United States, a flying field opened near the city and an aviation school launched which soloed its first student in the middle of November.

Captain J.L. Giffin came to Honolulu with Lieut. G.A. Anderson early in the month to open the school for Edwin A. Lewis, president of the Lewis Tours Co. Opening a new field on the outskirts of the city, the planes that Lewis had purchased on the Mainland were soon assembled and placed in operation. On November 14th Robert C. Duncan soloed for 30 minutes over Rogers Airport.

As soon as the Lewis interests began operating, the announcement was made that a school of aero mechanics had started operation, offering a course requiring twelve months' practical and theoretical work. Mr. Alfred H. Shuttlewood, formerly of Akron, Ohio, who came to Hawaii and served with the Air Corps at Wheeler Field, is General Manager.

The Inter-Island Steamship Company, operating steamers between Oahu and the outlying Islands, expressed their interest in the new project and the operation of a commercial airline to augment the service they now render with their steamers. Captain Charles H. Dolan of the Bishop Trust Company at Honolulu, and who served with the Air Corps during the war, was engaged by them to make an aerial survey of conditions. His report is awaited with interest.

On November 16th Lieut. R.J. Brown, Assistant Air Officer of the Hawaiian Department, announced that there are now 28 pilots in the Hawaiian Islands holding commercial licenses. The majority of these are officers of the Air Corps and the Naval Air Station.

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LUKE FIELD OFFICERS ESCAPE INJURY IN CRASH

Lieut. David W. Goodrich, pilot, and Captain R.E.O'Neill, observer, narrowly escaped injury on November 19th last when the motor of a DH-4 cut out at a low altitude over the Waimanalo Target Range, and the plane did a ground loop on the beach into the surf.

The plane was on the water side of the range of mountains when the motor went dead at about 200 feet. Heading for a sandy strip of beach he set the plane down, but an unseen sand dune threw the ship over. Neither one of the officers was injured although they got slightly damp.

HAT BOX FIELD TO BE ENLARGED

Following the recommendation of the City Council of the City of Muskogee, Oklahoma, that \$195,000 be appropriated for a new airport, the people of that community, by a vote of two to one, placed their stamp of approval on the proposition. Under the plans contemplated for the new airport, it will comprise 400 acres, which will be tile drained. The entire surface will be planted with Bermuda grass. A hangar, 100 ft. by 120 ft. will be erected, together with a pilot's house and a passenger waiting room. Complete night flying equipment will be installed. The offices and hangars will be only one mile from the center of the city.

Realizing for some time that Hat Box Field was too small and that its drainage facilities were poor, a committee of the City Council had previously urged that steps be taken to effect needed improvements. Action on the new airport was hastened through the recent visit to Muskogee of Major-General J.E. Fechet, Chief of the Air Corps, in a Fokker transport piloted by Lieut. Lester J. Maitland. Due to the muddy condition of the field the transport was soon bogged down in the mud, and the reception committee, which included the Mayor, the City Manager, the President of the Aviation Club, and various other notables needed no further argument to convince them of the inadequacy of the flying field.

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FAST FLIGHT FROM DETROIT TO BOSTON

The distance between Selfridge Field, Mt. Clemens, Mich., and Boston, Mass. was recently covered by 2nd Lieut. Frank D. Klein, Air Corps, a member of the First Pursuit Group, in three hours and 35 minutes. Departing from Selfridge Field at 11:30 a.m., November 15th, he arrived at Boston at 3:05 p.m. Due to a strong tail wind the arrival at Boston was ten minutes ahead of schedule.

On his return trip Lieut. Klein made landings at Mitchel Field, N.Y., and Buffalo, N.Y. Leaving Boston at 10:00 a.m., November 17th, he arrived at Mitchel Field one hour and 45 minutes later. On the following day he departed from Mitchel Field at 9:30 a.m., and arrived at Buffalo at 12:45 p.m. Leaving Buffalo in the afternoon at 3:00 o'clock, he arrived at Selfridge Field two hours later. His arrival at Mitchel Field was 15 minutes late and at Buffalo 45 minutes late, due to a very strong head wind.

Lieut. Klein stated that conditions at all of the landing fields were excellent and no difficulty was experienced in receiving prompt servicing of the airplane.

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BOOMING AVIATION IN JACKSONVILLE

The Reserve Officers' Association of Jacksonville, Fla., recently staged a most successful meeting which they designated as "Air Night." The Army Air Corps cooperated in an air demonstration given during the day by sending planes to Jacksonville from Maxwell Field, Montgomery, Ala. That day and night gave a great impetus to the feeling of air consciousness in this part of the State, and the Reserve Officers' Association takes pride in feeling that it made some contribution along this line.

A special committee on aviation has been appointed, and as part of the regular school for the instruction of Reserve officers, a six months' course in aviation was inaugurated. An initial enrollment of nearly 80 members indicates the interest manifested in this subject.

On December 1st when the Atlanta-Miami Air Mail line was inaugurated, an Air Meet was held at Jacksonville, both of these events indicating the rising interest in aviation on the part of the public.

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ELABORATE MANEUVERS PLANNED FOR NEXT SPRING

The Air Corps maneuvers for the Spring of 1929 will be conducted on the most elaborate scale thus far attempted in the history of this branch of the military establishment. Air demonstrations will be given at the various Service Schools of the Army, and in a maneuver at Kelly Field, Texas, at least

200 airplanes will participate.

War strength squadrons of Pursuit, Bombardment and Attack aviation will stage demonstrations at Fort Bragg, N.C.; Fort Benning, Ga.; Fort Sill, Okla.; Fort Riley, Kansas, and Fort Leavenworth, Kansas. These demonstrations will be similar in scope to those given in the Spring of 1928.

At the completion of these demonstrations, all available Air Corps units will be concentrated by air in the vicinity of Wright Field, Dayton, Ohio, and Norton Field, Columbus, Ohio, to conduct a two-sided Air Corps maneuver. The units participating in this maneuver will be the First Pursuit Group from Selfridge Field, Mt. Clemens, Mich.; the Second Bombardment Group from Langley Field, Va.; the Third Attack Group from Fort Crockett, Galveston, Texas; the 9th Observation Group from Mitchel Field, N.Y.; the 11th Bombardment Squadron and the 95th Pursuit Squadron from Rockwell Field, Coronado, Calif.; the 15th Observation Squadron from Selfridge Field, Mich.; the 16th Observation Squadron from Marshall Field, Fort Riley, Kansas; the advanced class of the Air Corps Flying School at Kelly Field, San Antonio, Texas, and the Air Corps Tactical School at Langley Field, Va. It is contemplated that this two-sided maneuver will be conducted with at least 100 airplanes on each side. These operations will continue for a period of approximately five days, after which these units will operate as the Air Corps of an Army under the command of Major-General Dennis Nolan, commanding the Fifth Corps Area. The Corps Area Staff will function as the Staff of the Army.

This last phase of the maneuvers will consist of a theoretical war problem in which ground troops will be simulated and air troops will be actual. Upon completion of this problem the various units will return to their home stations.

It is calculated that the average distance each unit will travel in all phases of these maneuvers from their home stations to the scene of the activities will be approximately 4,000 miles.

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MAJORITY OF FLYING CADETS COLLEGE MEN

It may be of interest to the Air Corps in general that a very high type of flying cadet is reporting for training at the Air Corps Advanced Flying School, Kelly Field, Texas, under the new plan of training. The following data on the eighty-five flying cadets who started training at this school on November 5th last is given:

College graduates - 30.

Two years or more college, but not graduates - 40.

High school graduates only - 2.

Some college under two years - 12.

Graduates of U.S. Military Academy - 1.

Average age - 24.3 years.

California, with 12 students, leads the 32 States represented.

All but 20 Cadets have had some prior military experience, either in the Regular Army, National Guard, R.O.T.C., or C.M.T.C.

The last two weeks of flying training have been devoted to transition to service types of airplanes. Many Chinese landings (One Wing Low) were noted at first but a few days, and these were ironed out and the students are rapidly getting the feel of the new types of aircraft.

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NEW RADIO BEACON RECEIVING SET

Several flight tests were recently made at Wright Field, Dayton, Ohio, in the C-2 radio laboratory airplane for the purpose of measuring antenna characteristics. It will require approximately six hours more of flying to complete these measurements. The new radio beacon receiver, which utilizes a 6-ft. vertical antenna, has been installed in an O2-C airplane. This type of receiver and antenna is very much more suitable for radio beacon work than the one using a trailing wire antenna. The beacon zone, or path, is narrowed approximately 30% and the directional effect of the antenna is eliminated, making the zone more sharply defined. A Board met recently at the Materiel Division to outline a development program for future aircraft radio equipment.

POLICIES IN EFFECT IN OFFICE CHIEF OF AIR CORPS

The procedure to be followed in the Office Chief of Air Corps, Washington, in the selection of Air Corps officers for assignment to activities or specific duties was outlined in a recent memorandum issued by the Chief of the Air Corps.

Under normal circumstances, requests for orders effecting changes of station of Air Corps officers will be submitted to The Adjutant General in advance of the effective date of orders, as follows:

When being ordered to, or relieved from, Service Schools - 6 months.

When proceeding to, or returning from, foreign service - 5 months.

When being relieved from, or ordered to, other permanent assignments - 3 months.

Exceptions will be made in the case of officers pursuing the pilots' course at the Advanced Flying School, the Balloon and Airship School course and Service School courses of less than 6 months' duration, when orders will be requested not less than 30 days prior to the completion of the courses.

The Personnel Division will maintain lists of eligible applicants for course at the various schools. These lists will be referred to the interested Divisions of the Office Chief of Air Corps not less than two weeks prior to the date orders are requested, and the interested divisions, together with the Personnel Division, will select the required number of officers from the list according to their eligibility and availability.

Air Corps officers required for foreign service will be selected by the Personnel Division according to War Department Regulations, policies and instructions in effect when selections are made. Those returning from foreign service will be given assignments mutually agreed upon by representatives of the Personnel Materiel and Training and Operations Divisions.

When practicable, the Commanding Officers of Air Corps activities in the United States from which it is proposed to withdraw an officer or officers will be consulted prior to the preparation of requests for orders. Their recommendations and suggestions will be carefully considered and will be adopted if not contrary to the best interests of the Air Corps.

Under normal circumstances orders will not be requested for the withdrawal of an officer until his replacement has been selected or an agreement reached that a replacement is not required.

All assignments of Field Officers and of officers ordered to and from the Office, Chief of the Air Corps, must receive the personal approval of the Chief of the Air Corps. Other assignments will be approved by the Executive.

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NEW BOOK ON INTERNATIONAL AIRPORTS

The Ronald Press is about to issue a book entitled "International Airports," the author of which is Lieut.-Col. Steadman S. Marks, President, American Airports Corporation, who spent the summer of 1923 in an intensive study of the development of the aviation industry in Europe, with particular reference to European progress in the construction, financing, operation and management of airports.

The book contains a wealth of valuable material never before published. More than thirty photographs illustrating interesting features of European airports are included. There are also photographic reproductions of many printed forms in use abroad which have suggestive value for preparing similar forms for use in America.

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CIVILIAN AVIATION ATTRACTS ENLISTED PILOTS AND MECHANICS

The rapid expansion of civil aviation can be seen by the loss to the Army Air Corps of its highly trained men. Each month, in addition to those Flying Cadets who are graduated and most of whom leave the service, many enlisted pilots and mechanics are discharged from the Army to accept other positions. Three of the 22 enlisted airplane pilots of the Air Corps purchased their discharge during the month of November.

CATERPILLAR CLUB DEPRIVED OF TWO MEMBERS

Two members of the Air Corps stationed at Dodd Field, Fort Sam Houston, Texas, 2nd Lieut. Frank Corson, pilot and Private James W. Snedaker, passenger, were drowned in Metagorda Bay, opposite Bayside Beach, Texas, on the afternoon of November 16th under unusual circumstances.

While in the act of firing upon a sleeve target during gunnery practice, the '02-H plane flown by Lieut. Corson collided with same. The plane was seen to make a turn after hitting the sleeve target at about 2,000 feet altitude with wings level, at which time one man jumped with his parachute. The plane then went into a vertical right side slip with nose level until at about 1,000 feet altitude, when the second man left by means of a pull off from the left side of the ship. The first man to jump did not drift as far as the man who jumped from the lower altitude. His fall was rapid and he went straight into the water. The wind blew the parachute on edge and it remained for several seconds partially bellied out upon the water before collapsing. The man who jumped from the lower altitude was seen to oscillate considerably, and when the parachute struck the water it bellied out, remaining so and dragging the jumper upon the surface of the water before collapsing and disappearing in the waves.

Upon recovery of the bodies it was found that Lieut. Corson had cleared his harness, but his parachute was not located. Pvt. Snedaker was found with the parachute harness unfastened and clear with the exception of one leg strap which was fastened. The parachute fouled with sand was held to the bottom of the Bay and did not come to the surface until after a period of seven days. Upon inspection of the parachute the silk was found to be in poor condition, tearing easily by hand due to the action of the salt water.

In the report on this accident it is stated that as the result of the collision the sleeve either fouled the controls or hung upon the struts of the left wing until the breaking of the left bay strut caused the wings to telescope. The airplane was seen to make a complete turn as if trying to glide to land, and after one man left the ship it went into a fast vertical right hand slip, nose up, motor full on. The sleeve was seen clear of the ship while the airplane was in the slip. The belief is expressed that the airplane was under partial control.

Another cruel turn of fate was the fact that the parachute landings were made about one-eighth of one-quarter of a mile from shore in only about five feet of water.

The probability is that had these parachute landings been made on terra firma both men would be members of the Caterpillar Club today. Successful emergency jumps have previously been made from lower altitudes than the two in question which ended so disastrously. ---oOo---

RESIGNATION OF CAPTAIN ALDRIN

Captain Edwin E. Aldrin severed his official connection with the Army Air Corps to accept a position as Aviation Manager of the Standard Oil Company of New Jersey, with office in New York City. His resignation took effect on November 12th last.

Captain Aldrin's reputation in the Air Corps is of a very high character. He was considered one of the most valuable all around officers. An excellent representative of the best type of Army officer, his pleasing personality won him many friends, all of whom regret his departure from the Air Corps but wish him every success in his new line of work.

Most of Captain Aldrin's service in the Air Corps was with the Engineering Division at McCook Field and with the Materiel Division at Wright Field, Dayton, Ohio. He came to Dayton in 1919 and was assigned to duty as Assistant Chief of the Airplane Branch at McCook Field. Later he organized and opened the Air Corps Engineering School. He served as Secretary of this School as well as Instructor, and greatly improved the course, handling all details in a highly creditable manner.

Captain Aldrin was born at Worcester, Mass., April 12, 1896. He attended the Public Schools of Worcester and the Clark University of that city, graduating with the degree of A.B. in 1915. In 1916 he took a special course in mathematics and electrical engineering at the Worcester Polytechnic Institute, and the following year a post graduate course in aeronautical and mechanical engineering at the Massachusetts Institute of Technology, graduating with the degree of Master of Science.

During the war he received an appointment as 2nd Lieutenant in the Coast Artillery Corps (October 26, 1917), and a permanent appointment in that branch of the service as 1st Lieutenant on June 24, 1919.

From October, 1917, to March, 1918, he was on duty at the Coast Artillery School at Fort Monroe, Va. During April and May he served as Commanding Officer of Fort McKinley, Maine, and up until the middle of June, 1918, as Executive Officer of Battery E, 72nd C.A.C., at Fort Preble, Maine.

Detailed to the Air Corps, he was placed on duty as Instructor in Aeronautics, Massachusetts Institute of Technology, and served in that capacity from June, 1918, to February, 1919, when he was assigned to duty at the Engineering Division at McCook Field, Dayton, Ohio. He graduated from the Air Corps Engineering School in 1921.

From March 6, 1922 to April 7, 1924, Captain Aldrin was on duty in the Philippines, and upon completion of his foreign service tour he was again assigned to the Engineering Division. He served as Assistant Commandant of the Air Corps Engineering School for two years, and in 1927 took a special course in aeronautical engineering at the Massachusetts Institute of Technology. He performed certain research work for the Daniel Guggenheim Fund for the Promotion of Aeronautics.

Captain Aldrin's scholastic attainments made him an extremely well qualified technical officer, and the Air Corps will miss his services.

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SECRETARY OF WAR LAUDS AVIATION PIONEERS

At the laying of the Cornerstone of the National Memorial to be erected by the United States to commemorate the 25th anniversary of the first flight in an airplane made by Orville Wright, the Honorable Dwight F. Davis, Secretary of War, made the following remarks:

"Since time immemorial, nations have consecrated battlefields and erected monuments to their distinguished sons. This nation, dedicated to peace, may well consecrate these sea-swept, sandy shores as a peace-time battlefield, for here mankind won a notable battle; here man conquered air. Here, where they won their first great victory, will be erected a monument to our peace-time pioneers of progress, Wilbur and Orville Wright.

"Since their first flight in 1903 aviation has made tremendous progress. The great continent that lies to the West of us is being covered with an invisible network of airways. This mighty ocean has been dwarfed by brave men and women who, in their tiny planes, defied space and sea.

"The memorial soon to arise here will forever keep alive the names of these two Americans who gave wings to the world, but an even greater memorial to Wilbur and Orville Wright will be the part to be played by the future expansion of aviation in fostering peace, prosperity and progress throughout the world.

"Even as we today lay the corner stone of this memorial, so aviation of today is building the foundation for a great structure - the aviation of tomorrow. From that foundation time can never erase the names of those two brothers who had the courage, the ability and the patience to transform man's dream of flight into the realm of reality - Wilbur and Orville Wright."

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DESCRIPTION OF RECENTLY AUTHORIZED UNIFORMS

In connection with the blue uniforms recently authorized for the Army, the following brief description of each of the four worn by officers is given. These four are the dress, full dress, special evening dress and the mess jacket:

The dress uniform consists of a single-breasted coat, of blue black crepe or serge with a standing collar, trimmed with 1½ inch mohair braid with gold shoulder straps with insignia of rank embroidered thereon. The base of the shoulder strap is the color of the arm of the service of the wearer. With this coat, trousers or breeches of sky-blue are worn, the material of which is of doeskin with a stripe the color of the arm of the service. The cap is of a cloth to match the coat, with a black patent leather visor and gold chin strap. The coat of arms of the United States is embroidered on the front of the cap.

The full dress uniform consists of a double-breasted frock coat of blue-black cloth with a double row of gilt buttons on the front and standing collar

trimmed with a double row of $\frac{1}{2}$ inch gold lace with cross-grained silk, the color of the arm of service, between the bands of gold lace. Gold shoulder knots are worn with the coat, with the insignia of rank secured thereon. The sleeves are trimmed with $\frac{1}{2}$ inch gold lace and rows of $\frac{1}{8}$ inch gold soutache forming three loops, the number of rows designating the rank. A belt and saber slings of black enameled leather covered with gold lace interwoven with three silk stripes, the color of the arm of service, are worn with the coat. The trousers and cap are the same as for the dress uniform.

The special evening dress is of the same cut as civilian evening dress. However, the coat is ornamented with gold lace on the sleeves and shoulder knots the same as for the full dress uniform, while the buttons on the coat are gold. The vest is white with gold buttons.

The mess jacket is single-breasted, with a long roll peaked lapel. It is cut short on the hip with a slight point front and back. It is of the same material as the dress coat, with gold trimmings the same as those worn with the special evening dress. The lapels are faced with cloth the color of the arm of the service.

For enlisted men there is one blue uniform. The coat is a single-breasted sack coat of dark blue cloth with standing collar. It is fastened down the front with six gilt buttons. The edges of the collar and the shoulder loops are trimmed with cord the color of the arm of the service. The trousers are of sky-blue kersey. For non-commissioned officers and musicians there is a stripe the color of the arm of the service. The cap is of dark blue cloth with patent leather vizor and chin strap. On the cap is worn a gilt cap ornament which is disk shape with the coat of arms of the United States thereon. Insignia of rank are worn on the sleeve of the coat and are the color of the arm of service.

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AIR CORPS TO CONDUCT ELABORATE EXPERIMENT ON REFUELING AIRCRAFT IN FLIGHT

Machinery to carry out the most elaborate experiment ever attempted to determine the practicability of refueling aircraft in flight was set into motion today when Secretary of War Dwight F. Davis, on recommendation of Assistant Secretary of War, F. Trubee Davison, and Major General James E. Fechet, Chief of the Air Corps, approved plans for a refueling endurance flight to be started by the Army Air Corps at Los Angeles shortly after dawn on New Year's Day.

Even as the launching of the experiment on January 1 heralds the beginning of a year which is expected to produce great progress in the field of flight, so approval of the project by the War Department on the very day when the entire country celebrates the 25th anniversary of the Wright Brothers' first flight comes at a dramatic moment.

Authorization for the endurance flight was granted following the successful outcome of a series of final tests conducted over Bolling Field yesterday by two of the planes and part of the personnel assigned to the mission, which is headed by Major Carl Spatz, with Capt. Ira C. Eaker as second in command. Preparations for the tests were started by these officers several months ago by order of the Chief of the Air Corps.

The preliminary preparations have been withheld from the public in order to determine the feasibility of the project and to be assured that it would be practicable to carry the tests to a conclusion.

The personnel of the mission is as follows:

Endurance plane: Major Spatz, Captain Eaker, Lieut. Quesada and Lieut.

H.A. Halverson, pilots; Sgt. Roy Hooe, mechanic.

Refueling plane No. 1 - Capt. Ross G. Hoyt, pilot and one more officer to be selected at San Diego.

Refueling plane No. 2 - This plane and its crew will be arranged for at San Diego.

Ground personnel: Lieut. Ray Harris, engineering officer; Hans J. Adamson and Lieut. Arthur Ennis, in charge of communications with the plane.

The endurance plane, with Major Spatz, Capt. Eaker, Mr. Adamson and Sgt. Hooe aboard, was scheduled to leave Bolling Field on the morning of Dec. 18th as was Refueling plane No. 1, with Capt. Hoyt and Lieut. Quesada. Overnight stops are planned at Middletown, Dayton, Scott Field and Oklahoma City. At Rockwell Field, new and carefully selected motors will be installed in both planes. This done, they will be flown to Los Angeles for take-off from Mines

Field on Jan. 1st.

The purpose of the experiment is not only to put modern airplane engines to the acid test of absolute endurance and to determine the strain of flight on the human system over a protracted period, but also in fact, primarily, to investigate the practical value of refueling in military as well as in commercial aviation. Bombardment planes, for instance, would be given a wider radius of action, while commercial airplanes, owing to decreased fuel weight, would be able to carry greater payloads if refueling can be adopted as a routine function in aviation.

No objective has been set with respect to the length of time the plane will remain aloft. The problematical feature of the mission is best indicated in the naming of the ship, which has been called the "Question Mark". Army Air Corps heads realize that a minor mishap, which means nothing in ordinary flying, can put a most effective though temporary brake on any non-stop experiment. However, every precaution will be taken to have plane, engines and equipment as flawless as possible. Nothing will be left to chance.

"There will be but one objective after the plane takes off at Los Angeles", said Major General James E. Fechet, "and that is to refuel it when fuel is needed and to keep the ship in the air until the motors cease to hum.

"While it will be interesting to learn how long airplane motors will continue to run under actual flying conditions and without a landing being made, our primary concern is to determine the practicability of refueling while in the air.

"Preliminary research along these lines was made five years ago when Lieuts. Lowell H. Smith and John P. Richter conducted experiments which had their climax in a border to border flight along the Pacific coast in 12 hours and 13 minutes. This flight furnished opportunity for the transfer of 125 gallons of gas. Prior to this test, the same two pilots remained in the air for almost 24 hours in an ordinary DH observation plane by means of refueling. Experiences gathered in these trials will prove of great value in the experiments about to be conducted."

The tests next month and those staged five years ago differ in several respects. In the first place, the 1923 endurance plane had only one motor while the "Question Mark" has three. The largest quantity of gas transferred in the 1923 trials was 125 gallons, while about 900 gallons must be poured into the tanks of the 1929 endurance ship between dawn and dusk every day. Two men sat in open cockpits in 1923, while five men will enjoy a larger measure of comfort in the "Question Mark", which includes among its special equipment three berths, two comfortable wicker chairs, books, radio and a small electric stove.

Two officers will be on duty in the pilot's compartment as long as the flight lasts. Inasmuch as Major Spatz will attend to the transfer of supplies and Captain Eaker will be at the wheel during the contact periods - of which there will be from three to six a day - these two officers will pilot the ship during the daytime while Lieutenants Halverson and Quesada will be at the controls at night.

The endurance ship and Refueling plane No. 1 were flown to Washington Sunday from the Army Air Corps Depot at Middletown, Pennsylvania, where they were taken several weeks ago for installation of special equipment. The refueling plane has two 150 gallon gas tanks and one 40 gallon oil tank in its passenger compartment. The two gas tanks are joined with a 4 inch pipe to which is fastened a 50 foot hose with a diameter of two and a half inches. A similar hose is attached to the oil tank. Ropes for lowering food, water, messages and other supplies have also been provided.

Two gas tanks and an oil container similar to those in the refueling plane have been installed in the endurance ship. A berth has been built on top of each tank while a third cot has been constructed over the oil tank. The gasoline will be pumped by hand from the special fuel tanks into the regular tanks in the wing of the ship.

During refueling periods, the two ships will come within 17 feet of each other, the endurance plane flying beneath and slightly behind the supply ship. Major Spatz - wearing goggles, rubber face mask, rubber gloves and a rubber raincoat - will stand on a small platform built in the entrance compartment of the ship. This will place him shoulder high in the opening that has been cut in the top of the ship at this point. As the hose is lowered from the plane above, Major Spatz will catch it, pull it through the opening and turn a valve. The gasoline will then pour into a reception funnel immediately beneath the mouth of the hose, at the rate of 75 gallons per minute, and run through two 4 inch pipes into the two 150 gallon tanks. Three hundred gallons will be taken aboard at

each refueling period. Major Spatz will wear the protective covering to prevent possible burns from spattering gas. He may also be compelled to use a gas mask if fumes from the high test airplane fuel should be too powerful.

No particular hazard is involved in the transfer of fuel. The greatest risk is that a hose or a rope might be caught in one of the propellers, but this danger is minimized because the aperture through which the hose will pass is fully 18 feet removed from the nearest propeller.

Much of the safety and success of transferring the fuel and supplies will depend upon the cool heads, steady hands and nerves of Capt. Eaker and Capt. Hoyt's plane will fly above the other on a straight line and at a given altitude. It will be up to Capt. Eaker to keep his ship from either swerving, climbing or diving during transfers. Each contact will last approximately five minutes and take place at altitudes where the air is smoothest. The speeds of the two planes will be synchronized at 80 miles an hour.

Appropriate clothing and food present problems that will be solved between now and the time of the take-off. Both play important roles in the success of the flight. A special diet schedule is being prepared by Army Air Corps Flight Surgeons who also will make complete examinations of the crew before the flight starts. The medical record will be used to determine the effect prolonged flying has on pilots in the event the mission should remain in the air for any great length of time.

The course of the endurance ship has not been decided upon as yet but it is believed that it will run from Santa Monica to San Diego - a distance of about 110 air miles. In case fog or other bad flying weather along the coast should force the ship inland, the craft will fly over the Imperial Valley. The average speed of the "Question Mark" will be about 90 miles an hour with the engines turning approximately 1350 r.p.m. The cruising height of the ship will be between 2,000 and 3,000 feet during the day and from 5,000 to 7,000 feet at night.

The ship will carry a barograph which will register the endurance of the flight and provide an official record of the time spent in the air. It is also probable that official timers and observers assigned by the National Aeronautic Association will compute the distance covered by the craft in its flights. If the official mileage is recorded, all time spent by the plane off any prescribed course would not be considered in the timing. Full credit would, however, be given for endurance, whether the ship stays on a prescribed course or not so long as it remains in the air.

The air travel distance from San Diego to Los Angeles is about one hour and fifteen minutes. In the course of one day this route would be covered more than twenty times - a feat which in time would grow very monotonous to the crew of the "Question Mark" but a necessary procedure for checking mileage as well as remaining within striking distance of Refueling plane No. 1, which will be stationed at San Diego after the first refueling contact over Los Angeles has been made. Refueling plane No. 2 will be at El Centro, ready to refuel in case of bad weather along the coast or to "pinch hit" for No. 1, should the latter plane be out of commission.

When the endurance ship noses into the wind at sunrise on January 1st, it will have only 90 gallons in the tank.

The refueling plane will take off before the "Question Mark" leaves the ground as the first refueling contact for the transfer of 300 gallons of gas and 40 gallons of oil will be made as soon as both ships are in the air.

The complete log of the ship will be sent to the ground every morning and every evening. This log will show the conditions of engines and pilots throughout the period, such as mechanical work done, refueling, messages dispatched, etc.

The endurance plane will carry radio telephone equipment which will make it possible for those aboard it to communicate with the ground information center near Los Angeles, or the Air Corps station at San Diego. Should the radio fail, block signals will be used on the ground to convey weather data or other important information to the endurance plane, or messages can be passed from ship to ship during contact periods. Call letters and wave lengths for the endurance plane and the communication center, which will be established either at Santa Monica or Los Angeles, will be assigned by the Army Signal Corps before January 1st.

The endurance ship is an Atlantic C-2 Army transport monoplane with a wing span of 71 feet. It is equipped with three J-5 air cooled engines each of which generates 220 horsepower. It has a cruising speed of about 115 miles an hour.

The refueling planes are Douglas C-1 Army transports. This type of craft is a biplane equipped with a single Liberty motor generating 400 H.P. It is capable of carrying a gross weight of more than 6,000 pounds. The cruising speed is about 95 miles an hour.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS.

Changes of Station: 1st Lieut. Frank M. McKee from Norton Field, Columbus, Ohio, to duty in Office of the Chief of the Air Corps, Washington, D.C.
1st Lieut. Adolphus R. McCormell, Langley Field, to Norton Field, Ohio.
2nd Lieut. Harold A. Wheaton, Langley Field, Va. to Kelly Field, Texas.
1st Lieut. Harvey K. Greenlaw, 11th School Group, Air Corps Training Center, San Antonio, Texas, to University of California, Berkeley, Cal., for duty.
1st Lieut. Richard H. Magee, Chanute Field, to Mitchel Field, N.Y.
1st Lieut. Newman R. Laughinghouse, Mitchel Field, to Chanute Field, Ill.
1st Lieut. David M. Schlatter, March Field, Calif., to Panama Canal Zone, sailing about March 2, 1929.

1st Lieut. Edward V. Harbeck upon completion of tour of duty in Panama to San Antonio Air Depot, Duncan Field, Texas.

Reserve Officers ordered to active duty to June 30, 1929:

1st Lieut. Norfleet Giddings Bone, Dallas, Texas, to Ft. Sam Houston, Texas.

Relieved from Detail to the Air Corps: 1st Lieut. James F. Phillips, Corps of Engineers, to proceed to Wright Field, Ohio, for duty in connection with aerial mapping.

Reserve Officers relieved from extended active duty: 1st Lieut. David L. Benchke.

Detailed to Air Corps and to Brooks Field, March 1, 1929, for training:

1st Lieut. Oscar L. Beal, Infantry.

2nd Lieut. Vera H. Wiseman, Infantry.

2nd Lieut. Gustavus W. West, Cavalry.

Promotions: 1st Lieut. Carl F. Greene, to Captain, rank from Nov. 8, 1928.

2nd Lieut. John K. Nissley to 1st Lieut., rank from Sept. 27, 1928.

2nd Lieut. Charles G. Percy to 1st Lieut., rank from Oct. 2, 1928.

2nd Lieut. Eyrle G. Johnson to 1st Lieut., rank from Oct. 21, 1928.

2nd Lieut. Archibald Y. Smith to 1st Lieut., rank from Oct. 25, 1928.

2nd Lieut. Herbert W. Anderson to 1st Lieut., rank from Oct. 27, 1928.

2nd Lieut. Leslie F. Young to 1st Lieut., rank from Nov. 1, 1928.

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COLONEL CULVER GOES TO THE GENERAL STAFF

Lieut.-Colonel Clarence C. Culver, Air Corps, Commanding Officer of Langley Field, Va., and Commandant of the Air Corps Tactical School at that station, is slated for duty in Washington starting July 1st next. Under War Department orders recently issued, he is relieved from his duties at Langley Field and detailed as a member of the General Staff Corps with duty in the War Department General Staff.

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DISTINGUISHED FLYING CROSS FOR LIEUT. EIELSON

The War Department recently announced the award of the Distinguished Flying Cross to 1st Lieutenant Carl B. Eielson, Air Corps Reserve, the citation accompanying same being as follows:

"CARL B. EIELSON, first lieutenant, Air Corps Reserve, United States Army. For extraordinary achievement while participating in an aerial flight. Lieutenant Eielson as pilot, accompanied Captain George H. Wilkins (an English subject), from Barrow Point, Alaska, to Dead Man's Island, Archipelago of Spitzbergen, on April 15-16, 1928, without stop, a distance of more than 2200 miles. The severity of the weather, the storm area through which they passed, the impossibility of safe landing enroute with no hope of outside aid in case of a forced landing, and the complete success of the enterprise, distinguished this as one of the most extraordinary aerial accomplishments of history.

Residence at enlistment in the Army on January 17, 1918, at Fort Omaha, Nebraska, given as Hatton, North Dakota. Birthplace and permanent address given as Hatton, North Dakota.

NOTES FROM AIR CORPS FIELDS

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Kelly Field, San Antonio, Texas, Nov. 24th.

The permanent officers of Kelly Field gave a formal dance to the incoming class on November 23rd. All students, including the flying cadets, attended. Music was furnished by the Post orchestra.

Lieut. John R. Drum, A.C., reported on November 22nd, having been transferred from Langley Field. He was assigned to the 40th School Squadron, (Bombardment), for duty.

By the time this goes to press another Air Corps bachelor will have become a Benedict. 1st Lieut. John Whitely is to be married on November 29th to Miss Jane Grice, a very popular and beautiful San Antonio maiden. Lieut. Whitely has been one of Kelly Field's popular bachelors and is well known throughout the Air Corps. He, with Lieut. "Rosebud" Smith, made a transcontinental flight in a Martin Bomber in 1923, and with Lieut. Lanagan captured first place in the 1928 bombing matches at Langley Field.

Hunting season is with us again and every week end sees the officers of Kelly Field off to various parts of the State in quest of game. Many record bags of ducks, doves, etc., are brought in.

Major Tinker, Capt. Easterbrook, Lieuts. St. John and Rundquist and Booth, arrived November 13th from Langley Field in five LB-5's to be used for training in the Bombardment Section.

November 22nd the football classic of the Army League took place with the 1927 Champions, the 23rd Infantry, and Kelly Field as the participants. Both teams up to this game had remained undefeated. The game was Kelly's all the way. In the first half Kelly Field scored a touchdown against the doughboys but failed to kick the goal. The game continued with Kelly in the lead, 6 to 0, until the last few minutes of play, when the 23rd Infantry shoved the ball over the line for a touchdown and kicked the goal, making the score 7 to 6. It was a hard fought game, with Kelly Field the outstanding team. The breaks of the game were against them, however, and a great team went down in defeat. The credit of the excellent showing made by Kelly Field was due to the untiring efforts of Lieut. "Pat" Booker, who was the team coach for this season. He developed from unseasoned material a team of championship caliber.

Colonel Charles A. Lindburgh dropped into Kelly Field on Sunday afternoon, November 25th, en route from Mexico to New York. As he was behind in his schedule, he was unable to stay longer than over night and took off Monday morning at 8:00 A.M. As a result, very few of the officers were able to meet him. While here he was the guest of 1st Lieut. B.S. Thompson, Post Operations Officer.

Maxwell Field, Montgomery, Ala., Nov. 20th.

A flight of 4 O2-H planes departed from Maxwell Field on Oct. 3rd for Jacksonville, Fla., en route to Orlando and St. Augustine, Fla., to participate in the opening of airports at those two cities. The Flight consisted of Lieuts. Wriston, McCoy, Woodbury and Byerly, Pilots, and Capt. Platt, M.C., Lt. Powers, Q.M.C., and two mechanics as passengers.

A number of Confederate Veterans were quartered at Maxwell Field during the re-union of the Alabama Division on October 9th, 10th and 11th.

Maj. John Brooks and Major Delos Emmons landed at this station on October 11th from Kelly Field and continued from here to Washington by train.

Lieuts. Arnold and Pratt attended conference at Wright Field on Oct. 15th.

On Oct. 16th Major Weaver, accompanied by Lieut. McCoy, went to New Orleans to assist in the selection of an airport there.

Capt. Donald P. Muse, A.C., reported for duty at Maxwell Field. He was formerly stationed at Bolling Field.

Capt. Willis Hale, from the Office of the Chief of the Air Corps, made an inspection trip here on Oct. 17th.

Maxwell Field Football Team defeated the 83rd Field Artillery Team from Fort Benning, Ga., at Cramton Bowl, in Montgomery, 27 to 0.

On Oct. 29th, the Board of Officers appointed to investigate proposed sites for the Attack Group arrived at Montgomery. The Board is composed of Col. W.H. Noble, Lt. Col. Henry C. Pratt, Maj. John Brooks and 1st Lieut. Geo. A. McHenry.

During the month of October numerous Army, Navy, National Guard and Civilian planes visited Maxwell Field.

Boston Airport, East Boston, Mass., Nov. 23rd.

General Preston Brown "Our Corps Area Commander", piloted by Lieut. Duke, recently flew to Louisville, Ky. via Langley and Maxwell Fields, returning via Lexington, Ky, Dayton, Detroit and Bolling, making the trip from Bolling to Boston in three hours and five minutes.

General Brown made an extensive survey of the Mississippi River Flood District and participated in the Armistice Day ceremonies at Louisville, Ky.

PTs at this station seem to have gone the wrong way, two being cracked up about election time.

Capt. C.W. Ford and Lieut. J.A. Wilson ferried two PTs from San Antonio Air Depot and upon arrival here were presented with orders dispatching them to Middletown Air Depot for the purpose of ferrying two more PTs from that Depot. This gives us six PTs, our full complement for the first time since Jennies were discarded.

Reserve Officers in this Corps Area have been turning out in numbers to fly our two PTs and when words get around that we have six!!!

Lieut. Borple with Lieut. Morrison, Pa. N.G., A.C., recently met with a tough break. Flying from Phila. in an O-17 they ran out of gas just as a landing was being made. They didn't quite reach the field but landed in the mud flats at the end of the field. Neither one was injured and they proceeded to the Harvard-Penn game and had the satisfaction of seeing their team defeat Harvard.

Visitors arriving at this airport will be quite surprised to note the improvements in our buildings and the new runway on the field.

Lieut. Edward M. Fairfield, A.C. Res., donated to the Detachment a much needed "B" eliminator and we are once again tuning in the various programs, especially the football games.

Better service will be available at this station now that we have a Garford Truck allotted for gas, oil and water.

A party of twenty-five teachers from the Boston City Teachers College were conducted on a tour through the hangars and they were amazed at what they saw, especially the parachutes and flying equipment. Several of the party took a hop in the commercial planes operating at Boston Airport, and now they are sold on flying.

A new Operations Office is being established with complete facilities for local and airways traffic. A weather board, U.S. Weather Bureau Map, radio service and other conveniences will provide service to local and visiting pilots not excelled anywhere in the Air Corps.

Air Depot, Middletown, Pa., Dec. 4th.

During the month of November the Engineering Department, under the direction of Capt. Estabrook, major overhauled five planes, including three Observation planes, one Training and one Cargo. In addition, four Observation planes were given minor overhaul. Eighteen engines were put through the ships and shipped out to the area as replacements.

The money value of shipments leaving the Depot during the month totaled \$205,257.00, while the value of receipts reached \$602,583.00

General Fechet arrived Nov. 1st in a tri-motored Fokker from Bolling Field and lost no time in getting up into the hills to do a little hunting. However the birds seemed to know that the Chief was looking for them and made themselves rather scarce.

Col. L.M. Hathaway and Major Harms visited us on the 16th and spent most of the time making a study and inspection in our dope shop.

Four Amphibians were ferried in during the latter part of the month to be overhauled on a priority job and shipped to the Philippines. Lieut. H.H. Mills brought one from Selfridge, Lieut. R.G. Harris one from Mitchel, Capt. Ted Haight one from Bolling and Lieut. K.C. McGregor one from Langley.

A large weather map was installed in the Operations Office and is posted daily by the Meteorological personnel with the weather data received from NAA. This weather data fills a much needed want and enables the flying personnel to tell at a glance weather conditions in all parts of the country.

At the end of November work was almost completed on the renovating and remodeling of the Post Gymnasium. Pennsylvania in general, and Middletown in particular, is an extremely enthusiastic community over basketball. The season begins the first week in December, and it is believed that personnel at this Depot will be afforded much pleasure throughout the winter months in witnessing first class basketball contests. The Post team is composed of members of the civilian personnel, most of whom were former college or semi-professional stars in this section of the country.

On November 15th our Contract Surgeon, Dr. J.E. Blecher, departed for Deals-Island, Md., with his fast shooting, double barreled shot gun. The Doctor spent three days in the blinds and came back to camp with many fine specimens of mallard, teal, red head and pin tail.

Warrant Officers Cecil Hewitt and Harry R. Hazzard spent several days in Cameron and Lycoming Counties, respectively, hunting birds, and enjoying a period of detached duty when the cares of office work were dropped from their shoulders. Upon their return to camp they decided that they had thoroughly enjoyed shooting birds behind their bird dogs.

Warrant Officer John M. Tibbetts departed on November 26th for a short vacation over the Thanksgiving holidays, to be spent with his people at Lexington, Mass.

Camp Nichols, Rizal, P.I., Nov. 6th.

Lieut. Elmer D. Perrin's a proud daddy. Naturally, it was a boy! Notice how the Lieutenant cuts up when he gets one of the new Blue Birds in the air.

Speaking of airplanes, these Blue Birds are doing their stuff. Kicked out over two hundred hours this month. Think that's a record for the P.I.

1st Lieut. Bob. E. Nowland, of Bolling Field, who arrived on the Transport "Grant" last week, is our new Operations Officer, vice Lieut. C.C. Chauncey. Lieut. Chauncey's new station is Mitchel Field, Long Island.

Headquarters, 4th Composite Group: Lieut. Alfred Lindeburg relieved Capt. Wheeler as Post Exchange Officer. Capt. Wheeler left for thirty days' detached service in Baguio.

Staff Sgt. Hewitt left on the 28th for thirty days' travel in China and Japan.

The organization lost two men this month - Sgt. Wirth was discharged and re-enlisted in the 31st Infantry; Private Irwin transferred to the 3d Pursuit Squadron, Clark Field.

Mr. Sgt. Ryan arrived on the last transport as replacement for Sgt. Bottriell, who goes to Kelly Field.

The Camp Nichols Bowling Team won the tournament with 24 games won and six lost.

6th Photo Section: The 6th Photo Section was engaged for the past month in laying the mosaic map of the 5000 square miles of the northeastern coast of Luzon for the U.S. Coast & Geodetic Survey.

Staff Sgt. Claude W. Patterson sailed for the U.S. on Oct. 27th, to be assigned to the 20th Photo Section, Brooks Field. Good Luck, "Pat". Staff Sgt. Herman L. Chestnutt arrived Oct. 21st as replacement. Sgt. Chestnutt appears to have all the makings of a "Dhobie Citizen". Pvts. W.H. Bond and R.L. Melody, recent graduates of the Photographic Course of the A.C.T.S., joined this organization.

66th Service Squadron: Capt. George L. Usher returned from leave, Sept. 27th. He reports a very enjoyable trip through China and Japan.

Lieut. Donald L. Bruner left for China on October 16th. Lieut. Earl S. Hoag took over the duties of Squadron Adjutant and Supply Officer.

Several "Short-Timers" parties were given during the past month. Best of all was the dinner given by the Squadron. Staff Sgt. Tony Yucius and his able assistants are to be complimented.

Tech. Sgt. Leonardo Valtierra, who has been on detached service in Northern Luzon since Oct. 1st, returned in time to meet his replacement, Tech. Sgt. Alva Killgore, who arrived on the transport "Grant" from Kelly Field.

Tech. Sgt. Robert J. Simmons, of the 8th Attack Squadron, Ft. Crockett, arrived as replacement for Tech. Sgt. William R. Church.

Staff Sgt. Don Craig of the 58th Service Squadron, Langley Field, is on his second tour of foreign service.

Staff Sgt. George W. Gaspard of the 22d Observation Squadron, Maxwell Field, arrived as replacement for Staff Sgt. Leamon V. Ward and Staff Sgt. George S. Lane as replacement for Staff Sgt. Leonard L. Bentley.

Sgt. John H. Gwinn, who has been Provost Sergeant since 1926, left for his new station at Bolling Field. We expect him back here ere long, as he is too much of a "sunshiner" to enjoy the snows of D.C.

Sgts. Pinnow and Kimery returned to the States for discharge.

E. & R. Office, Camp Nichols: Athletic events continue to draw attention. Our Post Team finished in first place in the Philippine Department Inter-Regimental Bowling League in a field of six teams, including the 31st Infantry, 59th Coast Artillery, 60th Coast Artillery, Kindley Field and Sternburg General Hospital. Swanson, Team Captain of Camp Nichols, received a gold medal for tournament high average of 182. A loving cup and six silver medals were presented to the team, which included Swanson, Drake, LeLoup, McCartney, Stibal and Larson.

The Air Corps Team finished second in the Duck Pin League, after losing a chance for first place because of the failure of one team to play their last match.

Baseball practice for the 1929 season is under way with good prospects. The Post diamond has been regraded and the backstop and pits replaced. The first inter-Post game is scheduled for October 30th between the 28th Bombardment Squadron and the 66th Service Squadron. This promises to be a good opener.

The 2d Observation Squadron, 6th Photo Section, and Headquarters Detachment are also underway with practice.

Several men are beginning training for track events which will be staged in December or January.

Two new additions to our already excellent Education & Recreation Building were started. Two bowling alleys were added to take care of the men who cannot be accommodated at the present time. Space will be provided for a larger library reading rooms and a gymnasium. These improvements will give us a Recreation Building second to none in the Service in the Philippine Department.

A number of men signed up for an elimination Pool Tournament which will begin on the first of November.

American football gained good headway in the Philippine Islands due to recent activities in that line. The first game was played on Wallace Field in Manila. Camp Nichols won from the "All Americans" 6-0; the second game proved to be a hard fought contest and was a 0-0 tie; while Camp Nichols came in for a winning score of 13-6 in the third game. The first Filipino team broke into the game when the "All Filipinos" played the "All Americans", resulting in a 16-0 victory for the Americans.

Capt. George L. Usher, Post E. & R. Officer, is coaching the Camp Nichols team. A football league is underway with six teams entered. With two games already under our belt, Camp Nichols has good chances of winning the first football championship in the Philippine Islands.

The feature game of the season was the battle between the Air Corps eleven and the huskies from the Sixteenth Naval District. In this fracas the Army outplayed the Navy for a 21-0 shutout. A number of men are playing with the Camp Nichols squad: Ends, Soursey, Parraick, Kenar, Hessler and Loomer; Tackles, Avery, O'Connor, Melody, Craft, Stockwell, Reiger; Guards, Dickenson and Horsey, Huish, Drahoff, Stackwell, Kaiser; Backs, Way, Selby, Guber and McCartney.

Kindley Field, Fort Mills, P.I., Nov. 6th.

2d Observation Squadron: All things pass, including tropical rainy seasons, and the weather now is worthy of our "Island Paradise". We have transferred flying activities to the south patio. With tracking missions for the Coast Artillery, communications problems at Fort McKinley and our routine scheduled flights, our four Amphibians are kept turning over most of the time. Incidentally, our new steel ramp is functioning to the Queen's taste - thanks to Lieut. Dudley Watkins and the engineering department. The installation of the ramp was a somewhat hazardous piece of work and Cpls. Pfeiffer and Mills, and Pvs. Sarver, Boston and Tonielli, working under the supervision of Mr. Sgts. Cooper and Wilson, were selected for particular commendation by the Commanding Officer.

October saw the arrival and departure of the transport "Grant". Back to the States went Lieut. F.I. Patrick bound for station at San Antonio. Our new arrivals are Lieut. Hayward from Kelly and Lieut. Graves from Langley. A re-

adjustment of duties took place and the present line up is as follows:

Commanding Officer. Lieut. V.J. Meloy
Adjutant, Personnel Adjutant and
Transportation. Lieut. Park Holland
Operations Officer. Lieut. W.A. Hayward
Engineering Officer. Lieut. L.H. Dunlap.
Parachute and Armament Officer. . . . Lieut. D.W. Watkins
Communications & Post Exchange Officer Lieut. L.E. Rouch
Air Corps Station Supply Officer Lieut. H.G. Davidson
Organization Supply & Agent Quarter-
master Lieut. G.S. Graves.

Of our enlisted personnel, we lost Mr.Sgt. Wilson, receiving as replacement Mr.LSgt. Turner.

The usual "Short Timers" party took place, box seats being held by Mr.Sgts. Cooper and Wilson and Mr. Miguel.

Both the officers and enlisted mens' bowling teams stood around the fifty-fifty mark when the season finished recently. Sgt. Moss was the star of the Post. He had the high score of the year for the alleys on Corregidor - 250.

The ideal baseball weather has arrived. All the old timers, in addition to a large number of aspirants, could be seen on our miniature parade ground limbering up. On October 14th, the team, under the personal supervision of Lieuts. Meloy and Davidson, turned out on Topside diamond. Whacko-right off the bat - the mighty Ira C. Lee socked a hot one. Our one and only Crette said "It shall not pass". It didn't. Crette had his thumb set that evening. The next evening one gallant Cpl. McHenry, not to be outdone, also reported to the Flight Surgeon and had his thumb set. Since then, no more thumbs have been expended.

All the officers play golf every afternoon - that is, they decorate the local course. It is believed that there are no "Hagens" in the offing.

The "Marjorie" has been reconditioned and frequent fishing trips have been made. So far, the fish have been a little bashful.

Clark Field, Camp Stotsenburg, P.I., Nov. 6th.

Ed Pursuit Squadron: With the "Grant's" arrival came a big turn-over at Clark Field. Lieut. Oakley G. Kelly and Lieut. P.W. Wolf received orders to transfer to Camp Nichols. Lieut. L.J. Carr departed for Selfridge Field. The new arrivals are Capt. B.F. Giles, Lieuts. C.W. Steinmetz, A.C. Horn and G.A. Whatley. They seem very much pleased with their new station despite the shortage of quarters.

Luke Field, T.H., Nov. 22nd.

Due to the lack of facilities, Luke Field was not able to participate in the Sector-Navy Basketball Series this year. Not to be outdone, however, arrangements were made to have an Inter-Squadron tournament, utilizing the cement tennis court of the 72nd Bombardment Squadron for the games.

Each Squadron is furnishing two teams, classified as A and B, and no player of one team is allowed to switch to the other team during the series. The games began on November 8, and will be played, two games daily, until December 14th. At the expiration of the time set for the series, another series will be played to determine the Post Championship, according to Lieut. Early, Athletic Officer.

The 4th Observation Squadron won the championship in the volley ball tournament just closed. The other Squadrons participating in the contests finished in the order named: 72nd Bombardment, second; 65th Service, third; and the 23rd Bombardment, last.

Major P.E. Van Nostrand, Commanding Officer of Luke Field, returned to Hawaii on the USAT "Chateau Thierry", November 6, and resumed his duties, which were handled by Capt. R.E.O'Neill during his absence.

Since returning, Major Van Nostrand has been busily engaged in catching up the loose ends of affairs and informing the officers of the command of numerous instructive and interesting happenings at the Air Races at Los Angeles.

Three new LB-5As were just "turned to duty" from the Final Assembly at Luke Field and turned over to the 72nd Bombardment Squadron. These new ships are to replace the DH-4s with which this Squadron has been equipped in the past. New equipment is always a delight to the heart of Air Corps men and consequently, the personnel of the 72nd consider themselves the "cock of the walk" these days.

Hallowe'en was celebrated a trifle early this year at Luke Field, but that in no way detracted from the pleasure of the occasion. One of the Hangars was renovated, remodelled and otherwise overhauled to make a fancy ballroom. It was a good job, too.

More than two hundred of Honolulu's fairest of the fair sex made the journey to Ford Island by motor bus and launch to take part in the festivities. Incidentally, they wanted to see what the flyers could offer in the way of terpsichorean ability and, having come to laugh, they went away with praise for the boys who had fooled them. Four weeks prior to the dance, the more resourceful had been attending dancing classes. Their dancing showed it, too.

Capt. George P. Johnson who recently arrived at Luke Field from Chanute, was assigned as Commanding Officer of the 23rd Bombardment Squadron, relieving Lieut. George W. Polk, who becomes Adjutant of the Squadron.

Lieut. Joseph H. Hicks, was relieved from duty with the 23rd Bombardment Squadron and placed in command of the 11th Photo Section, relieving Lieut. Harold Rivers, who was granted a leave of absence to the mainland.

Capt. Harry C. Drayton was relieved from command of the 72nd Bombardment Squadron and assigned for duty with the 65th Service Squadron.

Lieut. Clyde A. Kuntz was assigned as Commanding Officer of the 72nd Bombardment Squadron.

Lieut. A.H. Foster was assigned as Engineering Officer of the 23rd Bombardment Squadron, relieving Lieut. Homer W. Ferguson, who returned to the mainland on the USAT "Chateau Thierry" for duty at March Field.

Capt. R.E. O'Neill was assigned to the 4th Observation Squadron and assumed command, relieving Capt. C.E. Giffin.

Mr. Sgt. William O. Shupert, who arrived in the Department on November 6th on the USAT "Chateau Thierry" was assigned to duty as Post Sergeant Major.

Capt. John F. Beeson, M.C., was granted a leave of absence of two months before reporting to his new station at the Federal Reserve Airdrome, Richards Field, Mo., where he was ordered to duty as Flight Surgeon, Capt. Beeson leaves this Department on December 11th.

2nd Lieut. Charles T. Stoffer, Air Corps Reserve, completed two weeks' active duty at Luke Field and returned to his home in Honolulu. Lieut. Stoffer is a commercial pilot in civilian life.

Rockwell Field, Coronado, Cal., Dec. 4th.

The 11th Bombardment Squadron and 95th Pursuit Squadron, Rockwell Field, entertained lavishly on Thanksgiving Day. Very attractive menus for the occasion of the celebration of Thanksgiving Day 1928 were published by both organizations. The boys of the two squadrons did full justice to the sumptuous repast set before them. The Commanding Officers of the Squadrons, their staffs, families and other invited guests joined in and helped the boys celebrate Thanksgiving in a real fashion.

Lieut. John K. Nissley, A.C., our prison officer and Assistant to local Quartermaster, received promotion to the grade of First Lieutenant, Air Corps, and congratulations are in order.

1st Lieut. Eugene Batten, A.C., with his recent bride and new Studebaker roadster, reported for duty November 27th.

The following second lieutenants, Air Corps Reserve, were ordered to Rockwell Field for active duty for a period of eight months: 2nd Lieuts. Stanley Keith Robinson, Robert Wilson Steward, Hugh LeRoi Smith and Andrew Fred Solter.

The 11th Bombardment Squadron, five planes strong, hopped over the ridge to Calexico on the morning of November 27th. Due to unfavorable flying conditions, the flight was unable to return until noon of the following day. Lieut. H.R. Baxter returned the same night, however, due to urgent business in Coronado. The hospitality of Calexico and Mexicali was enjoyed fully by those who remained overnight. Lieut. Eugene Batten who reported for duty on the 27th, was taken along on the flight, and the Chief of Police of Mexicali initiated him into the "Mexican Buccaneers".

Capt. Harry E. Van Tuyle, Veterinary Corps, reported here on November 8th, for purpose of administering the annual Mallein test to public animals.

Major J.E. Fickel, Air Corps, visited the Post, Nov. 7th, and Major H.S. Martin, Air Corps arrived Nov. 10th.

Major Frederick L. Martin, Air Corps was also a welcome visitor on Nov. 30th. 1st Lieut. Robert H. Wylie, Q.M.C., visited the Post on Nov. 28th, for purpose of surveying Army water transport equipment.

1st Lieut. C.E. Thomas, Jr., Air Corps, reported for duty Dec. 1st and was designated as Chief Inspector, Engineering Dept., Rockwell Air Depot. Lieut. Thomas has just finished tour of duty in the Philippine Department.

Officers at Rockwell Field are getting their exercise every afternoon between 3 and 4, following the suggestion of General Foulois. There were a number of stiff legs and weak backs to limber up, but almost every one now can run 100 yards without developing any squeaks. Tennis and indoor baseball are favorites, with a little volley ball thrown in. A hand ball and squash court is almost ready for those who crave real action. All are grateful that post orders have given them the opportunity for recreation as well as someone to join in the fun. The frolic has come to stay.

Seven planes from the 95th Pursuit Squadron participated in the dedication of the Imperial County Airport, El Centro, California, Dec. 1st.

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A MAIL FROM THE EDITOR

Of late months the Editor of the News Letter has been considerably handicapped in his efforts to put forth a creditable publication because a number of Air Corps Fields have not sent in contributions of material. Some of the fields are sending in contributions regularly, while others have not been heard from for months.

Contributions are desired from every Air Corps activity. The primary purpose of the News Letter is to keep the Air Corps personnel informed of the activities at every Air Corps station. The officer or enlisted man who left, say, Mitchel Field, for some other station in the United States or in the Insular Possessions, is naturally interested in hearing what is going on at his old station. In a general sense, every member of the Air Corps is interested in hearing what is being done at all fields and stations. Unless the News Letter is given whole-hearted cooperation it cannot be termed a truly representative Air Corps publication. We want every activity represented therein.

A representative of a service paper who makes periodical calls upon the editor for news stated that the Air Corps is one branch of the service where "there is always something doing". That being the case, there should be plenty of material sent in for the News Letter.

The intention is to issue a News Letter twice a month. This has not been possible of late because of the lack of cooperation in the matter of news contributions. Air Corps fields and stations which have not been heard from for some time are:

Selfridge Field, Mt. Clemens, Mich.

Fort Crockett, Galveston, Texas.

Mitchel Field, Long Island, N.Y.

Crissy Field, Presidio of San Francisco, Calif.

March Field, Riverside, Cal.

Scott Field, Belleville, Ill.

Langley Field, Hampton, Va.

Chanute Field, Rantoul, Ill.

Wright Field, Dayton, Ohio.

Fairfield Air Depot, Fairfield, Ohio.

Publicity Officers at the above activities are requested to send in contributions for the News Letter on the 1st and 15th of each month.

HOUSE AGAIN PASSES THE FURLOW BILL

The House of Representatives, on December 17th, again voiced its approval of the proposition of a separate promotion list for the Army Air Corps and passed Senate Bill 3269 to provide for the advancement on the retired list of certain officers of the Army, to increase the efficiency of the Air Corps and of the Army, and for other purposes, as amended.

The Bill S. 3269, which passed the Senate during the first session of the 70th Congress, provided for higher rank for Major-Generals Hunter Liggett and Robert L. Bullard. When this bill reached the House, it was amended during the second session by the inclusion of the provisions of H.R. 12814 - known as the Furlow Bill - to increase the efficiency of the Air Corps and for other purposes, and provided increased rank for the Chief of Staff of the Army and the officer who was the first Chief of Finance of the Army.

In the form in which S. 3269 passed the House of Representatives, a separate promotion list is created for the Air Corps, upon which shall be placed the names of all officers of the Air Corps of the Regular Army below the grade of Colonel, these names to be arranged in the same relative order that they now have on the Army promotion list; that all officers commissioned in the Air Corps after the formation of the original Air Corps promotion list shall be placed thereon in accord with length of commissioned service; that Air Corps flying officers shall be promoted to the various grades after years of commissioned service as follows: To 1st Lieut., 3 years; to Captain, 7 years; to Major, 12 years; to Lieut.-Col., 20 years; to Colonel, 26 years. The number of Air Corps officers in the grade of Colonel shall not be less than 4 percent nor more than 6 percent and those in the grade of Lieut.-Colonel shall not be less than 5 percent nor more than 8 percent of the total number of officers on the Air Corps promotion list. The aggregate number of Air Corps field officers shall not be less than 26 percent nor more than 40 percent of the total number of officers on the Air Corps promotion list. In so far as necessary to maintain said minimum percentage, Air Corps flying officers of less than the required years of commissioned service shall be promoted to the grades of Colonel, Lieut.-Col. and Major, and only in so far as their promotion will not cause said maximum percentages to be exceeded shall officers who have completed the prescribed years of commissioned service be promoted to these field officer grades. Nonflying officers of the Air Corps shall be promoted as provided for other branches of the Army.

An officer completing 30 years of service, either as an officer or a soldier shall, upon application, be placed upon the retired list. In computing length of service for retirement, credit shall be given for one and one-half the time heretofore or hereafter actually detailed to duty involving flying. Credit shall also be given for all other time now counted toward retirement in the Army. The number of such voluntary retirements annually shall not exceed six percent of the authorized strength of the Air Corps. A flying officer of the Air Corps, upon reaching the age of 54 may, upon application, be placed on the retired list. Officers physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

Sections 5, 6 and 7 of the Bill provide for the promotion of the officers mentioned in paragraph 2, above.

Brought up on motion of Representative James to suspend the rules, Mr. Furlow, in discussing the Bill, stated:

"Mr. Speaker, the importance of this bill cannot be overly stressed. It is important because it has to do with promotion and retirement in the Air Corps. This question was gone into very fully during the last session of Congress by the Committee on Military Affairs of the House, and I am pleased to remind you that the Air Corps provisions which we are now considering were embodied in the so-called 'Furlow Bill' last session and passed by the unanimous vote of the Members of the House.

In order to expedite action on this measure your committee determined that it would make this bill a part of the Senate bill now before us, thereby making it possible for the Air Corps provisions to receive consideration during this session.

The necessity of Air Corps legislation has been brought to my attention very forcibly as the result of a 12,000-mile trip which I have just completed. I visited nearly every Army air field in the United States and had the privilege of meeting the majority of our officers in the Air Corps. My survey convinced me that unless something is done to correct the present situation during the short

session of Congress we will find ourselves before another Congress convenes with nothing but the skeleton of our present Air Corps remaining due to resignations.

When Colonel Lindbergh was here at the air conference last week, I talked with him about the Air Corps, and he was deeply concerned with its future. He gave me a statement, which appears in his own handwriting and bears his signature. I want to read it to the Members of the House. It follows:

'The Army Air Corps is facing a serious situation in regard to its commissioned personnel due to stagnation in promotion.

At present the average Army Air Corps officer is holding a command far above his rank. His prospects of promotion are discouraging, and the opportunities offered by commercial aviation are far greater than those of his Army life.

Military flying is more hazardous than commercial flying and will become more so as safety appliances are developed which cannot be used in combat planes. Also the physical strain on an Army pilot in carrying out military missions is not comparable to that of commercial transportation.

It is of utmost necessity at present to take steps toward building up the morale of our Air Corps if we expect to maintain its past standard of efficiency.

Rank commensurate with command is of prime importance. A number of our best officers have already resigned and unless steps are taken to relieve the present situation we will lose many more in the near future.

In my opinion a separate promotion list will accomplish much in building up an efficient Air Corps in the United States.

Charles A. Lindbergh.'

Colonel Lindbergh favors a separate promotion list and this is provided for in this bill.

Now why do we need a separate promotion list for the Air Corps? There are several reasons, and I desire to touch upon them briefly at this time.

On the Army promotion list there is what is known as the World War hump, and owing to the fact that during their training period the Air Corps officers averaged six months in training camp as compared with three months for officers in other branches, we find the younger Air Corps officers at the bottom of the so called hump. The three-months difference in training has been reflected by thousands of files on the promotion list.

With but one-twelfth of the officer personnel of the entire Army represented by the Air Corps, we find that 40 percent of the casualties of the entire Army officer personnel take place during peace time within the Air Corps. Surely, a vacancy in the Air Corps should be filled by the promotion of an Air Corps officer, and this would be accomplished if we had a separate promotion list.

This Air Corps bill recognizes the degree of hazards of this particular branch of the service, and by its retirement features it would reward long-time flying service by earlier retirement than provided for under existing laws. This retirement feature is important because it would keep our Air Corps files filled with comparatively young, active fliers all the time, and that is what the greatest percent of our corps should be.

The bill also recognizes the justice of giving more rapid promotion during the early years of an officer's service and assures him of having rank commensurate with his command.

On the whole I am convinced that the provisions of this bill, as we have it before us today - and it is identical with the original Air Corps bill which passed the House last session - will do much toward increasing efficiency in the Air Corps. I know from observation that something must be done without delay, and I feel confident that by giving our pilots this recognition which they deserve that we will keep the majority of them in the service.

In this trip which I took around the various camps I was surprised and amazed to find World War pilots still serving as first lieutenants, charged with responsibilities normally given to captains, majors, lieutenant-colonels and even colonels."

Following Mr. Furlow's remarks, there was some discussion on the bill with respect to its additional cost to the Government by Mr. Blanton.

Mr. McSwain, in commenting on the bill, stated:

"* * * I want to say that after going into this bill, although my good friend who is in opposition to the bill has yielded me this time, I am in favor of what is known as the Furlow bill, for the benefit of the Air Corps, and I will tell you why. I think I can convince my friends from Texas that it is just and right.

The majority of the flying personnel, the overwhelming majority of the

actual flying personnel of the Air Corps, are men who went in from civil life, not from the Regular Army, not from West Point, but went in from civil life during the war emergency and became pilots, like the gentleman from Minnesota (Mr. Furlow) and his brother, both of whom were aces in the air service at that time. They went in as civilian pilots.

When the Army was increased by 100 percent in 1920, these civilian fliers were invited to remain in the Army as commissioned officers, and they went in not knowing what place they would occupy on the promotion list. Many of them were up in years. They were, however, due to the arrangement of the promotion list by the War Department, put very low down on the promotion list, and some of them who were first lieutenants are today 42, 43, or 45 years old, and unless there is a special promotion list for the Air Corps, every time an Air Corps man goes up in the air and gets killed, his place on the promotion list will be taken by either an infantryman or an artilleryman or a cavalryman or a quartermaster officer.

There is just as much difference between the service of the ordinary Army officer on the ground and that of the Air Corps officer as there is between the Army and the Navy. We recognize it is a matter of justice and of fairness that there should be one promotion list for the Navy and another promotion list for the Army generally. Now, there is just as much difference between air and land as there is between land and water, and I submit there is more difference and there is more justice and reason that there should be one promotion list and, you might say, one code of service ethics for men who go into the air, actual fliers, as there is for those who go out to sea and another one for those who stay on the land. That is the inherent logic of the situation, gentlemen."

The Bill S. 3269 goes back to the Senate for action thereon in its amended form.

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A WARNING TO AIR CORPS ACTIVITIES

Several days ago a man appeared on Bolling Field, wearing Army boots and breeches and a leather coat on which was sewed the insignia of the Royal Air Force. He presented his card with the casual remark that he was the famous Captain A. Roy Brown who received so much publicity through having brought down Captain Baron von Richthofen. Upon questioning him it was soon learned that he was an imposter and he was turned over to the local police. He did not attempt to obtain money from anyone while at Bolling Field but did ask that he be sent in an airplane to Mitchel Field.

The police could find no charge upon which to hold him. A newspaper clipping conveys the information that he had been working in Baltimore selling subscriptions to magazines. He was probably a soldier in either the American or Canadian Army, although he claims he is of Scotch descent, born in Ireland, but enlisted with the Princess Patricia Regiment in Canada at the beginning of the war in 1914. He claims he was born in 1893, which would have made him sixteen years old at date of enlistment. While at Bolling Field he told each officer that he met Jerry Brant of San Francisco who sent his best regards to the officer thru Captain Brown. He claimed to have been at Mitchel Field, and it is believed he intends to work the various aviation fields throughout the country.

According to the magazine "Our Army," the real Captain A. Roy Brown is at present in business in Toronto, Canada. While in New York the bogus Captain Brown was present at the Military Tournament at Madison Square Garden where he attempted to foist upon veterans a Legion of Valor whereby any man distinguished for bravery and noncommissioned could, upon the payment of a small monetary consideration, become a member of the Legion of Valor, and through a special Act of Congress, be retired with no less than the pay of a Captain.

The police were placed on his trail and, finding things a little too warm for him in the big city, he fled from his hotel, leaving behind him a suitcase, some clothing and a number of papers and lists bearing the names of Veterans' and Military organizations throughout the country.

